PACIFIC FISHERMAN

January 1 1961

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The Price of Fish

THE deep-sea fishing boat "Republic" will never sail out for the tuna again, nor the salmon — out of Astoria into the green swells from westward. Part of her port bow has drifted ashore near Long Beach, and some of the forward deck — and where the hulk of her is, only the sea can tell. Her last port of call was the storm. And the fishermen who sailed her, and looked to her fishing gear, and harvested the sea? Where are they? Perhaps the gulls know, or the cormorants. Only this seems certain — that they and their boat will fish no more.

You walk through the market and glance at the fish stalls heaped with limp silver. Only a day or so ago these fish, most of them, were out where "the low sky mates with the sea." Now they bear price tags. Even fish, so we say, is high priced. That is true. Fish are high priced — and the least of the price is reckoned in coin.

Men who would rather fish at sea than work ashore sail out on the fishing boats to seek and follow the fish. It is a glad, hard life, and they like it well — but they stake their lives on the catch. It isn't often that the boats don't come back to port, for their oil-skinned skippers and crews to shout to their friends on the dock with word of their luck— but sometirnes they don't. The "Republic" was one that didn't. And how are you going to figure that into the price of a pound of fish?

From the Portland Oregonian.
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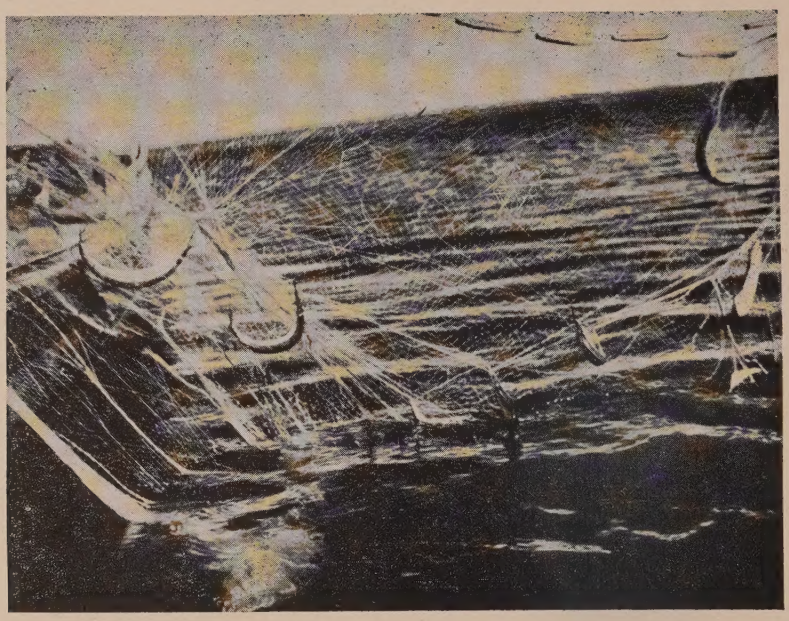

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The Price of Fish
— Our Cover Editorial —

● *Pacific Fisherman* is proud again—for the third time—to publish on the cover of this New Year issue the thoughful editorial "The Price of Fish" first by the Portland *Oregonian* in 1945.

The editorial was written by the late Ben Hur Lampman, one of the sensitive writers who had the vision to see, the soul to feel, and the words to express.

Copies of our covers bearing "The Price of Fish" editorial appear, stained and worn, tacked up in the pilot houses of fishing boats, in the buyers' offices of the plants where they discharge, and often in markets where fish are sold and the buyers grouse about the price.

Often readers ask us again to publish the editorial. We do so now, and gladly, because they ask it; and because the editorial says something which should be repeated from time to time, so it is not forgotten.

Ben Hur Lampman is gone now, over the same horizon as the men of the *Republic,* leaving these perceptive words for men to think upon.

Plancich Heads Puget Sound Salmon Canners

Puget Sound Salmon Canners, Inc., held their annual meeting at Bellingham, Wash., Dec. 16 at the time of the public meeting of the International Pacific Salmon Fisheries Commission, electing John N. Plancich, general manager of the Fishermen's Packing Corporation, president for 1961.

Vice president is Douglas Hager of the New England Fish Co.—who is also vice president of the Northwest Fisheries Association. Harold Norberg of Pacific American Fisheries, Inc., was elected treasurer; and Herald O'Neill was re-elected executive secretary.

Tom Duncan Executive of US Fish Advisors

Thomas O. Duncan, for a number of years a member of the administrative staff of the U. S. Bureau of Commercial Fisheries Biological Laboratory at Seattle, closed 1960 as the new executive secretary of the American Fishery Advisory Committee, created under the Saltonstall-Kennedy Act to advise the Secretary of the Interior with respect to projects proposed under the funds which the law makes available.

He succeeds Russell A. Soulen, who has been transferred to the department's Technical Review Staff.

Japan to Reciprocate Gift of Salmon Eggs

Koichiro Kobayashi, president of the Japan Salmon Resources Protective Association, who visited the United States last fall as the head of a Japanese delegation studying fresh water fisheries, late in November received a second shipment of 100,000 King salmon eggs from Milo Moore, Washington director of fisheries. Like the earlier shipment, the fish are being hatched in the Chitose hatchery near Sapporo, Hokkaido.

As a token of appreciation, the protective association is preparing to send to the State of Washington a shipment of the eggs of "Ayu," a type of smelt or "sweetfish."

Anthony Nizetich, General Manager of the Fishermen's Cooperative Assoc., San Pedro, California, says:

"Nylon tuna nets aren't an expense ...they're a necessity!"

"Even though we'd heard right along that tuna nets of Du Pont nylon were great," Mr. Nizetich continues, "it wasn't until 1954 that a couple of the Co-op members bought nylon nets. I guess most of us were a little leery of paying out the initial purchase price. But not after we checked results with the fellows who did try nylon. They were seining an average of 9.7 tons of tuna a day against the 3.5 ton average the rest caught with hooks; and where it took the boats with nets of Du Pont nylon only 40 days to fill the boat, it took the others anywhere from 60 to 90 days.

"Those nylon nets paid their own way, both in extra haul *and* easy operation. With nylon there's no drying needed, no salting, no worry about slime, rot or exposure—and no danger of breaking. And they're easy to handle, too, because they don't absorb water.

"By now, about 95% of our 90 Co-op members have completely switched to nets of Du Pont nylon—and we're really sold on them. One man switched to nylon over five years ago, and he's *still* using those same nets."

What more can we add? Rely on your domestic netmaker to give you high-quality service and workmanship. But be sure to specify Du Pont nylon nets. The result will be higher catch, greater profits for you. E. I. du Pont de Nemours & Co. (Inc.), Wilmington 98, Delaware.

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PACIFIC FISHERMAN January 1, 1961

World Tides of Change Flow Strongly as Tuna Sets Course Into 1961

The year 1961 will almost certainly see changes in tuna fishing more revolutionary even than the changes that have already taken place since the days when most of the world's tuna was caught by hook and line from far-ranging tuna clippers.

With the conversion of the two new huge seiners *Western King* and *Western Ace,* the handwriting on the wall stood out more clearly than ever. The day of the 1000-ton tuna seiner is not far off.

This is not to say that 1961 will see a 1000-ton tuna seiner launched. But the trend is definitely in the direction of bigger, farther-ranging vessels than many people in the industry today though possible five years ago.

The *Western King* and the *Western Ace,* both former clippers, will, as seiners, carry a capacity of around 600 tons of frozen tuna each. Their nets, already purchased from Momoi Co. and in warehouses waiting for the conversion jobs to be completed, are around 600 fathoms long. The power-block rig on the *Western Ace* is the strongest we have yet seen among new seiners. It is of the newest kingpost style, with a short, stout boom placed farther aft than formerly, and out on the starboard rail instead of slightly to starboard of the center of the vessel, as on the *Espirito Santo* and the *American Queen,* which themselves are revolutionary in design (see *Pacific Fisherman,* December 1960).

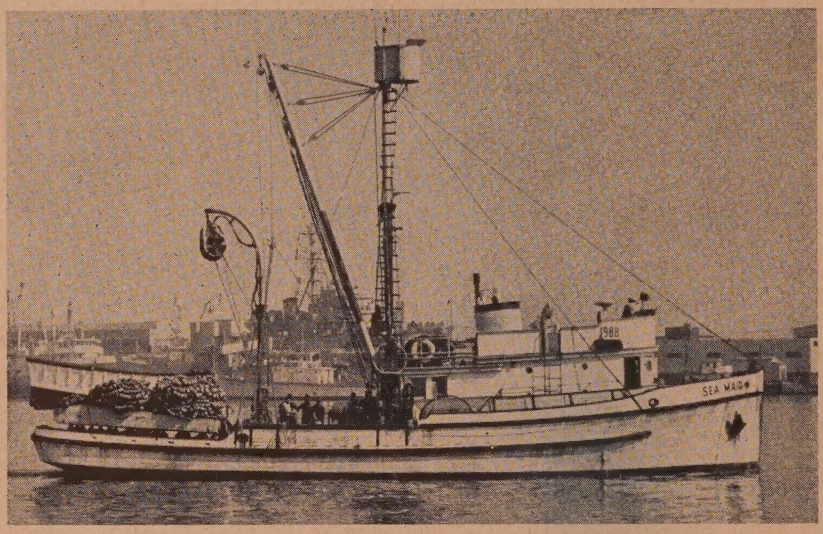
But with all due respect to revolutions in design of the vessel, the most important changes that are taking place with the coming into service of this new huge size of tunaboat are in the way the tuna vessels of the future will work.

Experience, as well as research, has shown that tuna—that is, Skipjack and Yellowfin—are to be found in almost every ocean on the face of the globe. Only the comparatively small size of tuna vessels has so far kept the fishery close ashore. The big ones will be able to go as far as necessary, anywhere in the world, to catch fish. With canneries and refrigerated warehouses spotted in the West Indies, West Africa, the Western Pacific Islands and, no doubt, elsewhere in the future, nothing will prevent a big vessel from fishing the Eastern Pacific, delivering her cargo to California, and turning right around to fish in the Atlantic, the Caribbean, off West Africa, or wherever the fish are to be found. For the big vessels, tuna fishing will be a year-round activity, and furthermore, the big ships will be able to seek out and catch the profitable species and sizes of fish almost anywhere on the globe.

Transport Changes

Changes in the methods of transporting fish from the fishing grounds to the canneries or warehouses are also on the way. Cannery executives already know quite well that it is better business to keep a specialized fishing vessel fishing, rather than using it to transport fish, which calls for another specialized type of vessel. No doubt 1961 will see the beginning of a trend toward some system whereby fishing vessels will fish and transports will transport. As we all know, a start has already been made in this direction, with tandem fishing teams consisting of two vessels, one doing all the fishing while the other goes along only to receive a cargo from the fishing vessel and transport it to the cannery. So far, however, these tandem teams have consisted of two fishing vessels, the transporting vessel as well as the fishing boat having been built primarily to catch fish. In the future, the transports will be transports pure and simple.

The immense catches that will be made with the new big nets raise another big set of problems, having to do with quick-freezing immense quantities of fish at sea. Refrigeration experts long ago learned to think of heat as something that is in any given sub-



Progressive Power-block positioning used by several standard purse seiners is shown in this picture of the **Sea Maid.** The block is hung from a kingpost placed several feet abaft the mast and to starboard of the centerline, rather than on a boom supported by the mast. This places the block more directly over the working area of the afterdeck, and does away with the need for a long, heavy boom. Weight is cut down, and the hazards of a long, wide-swinging boom are eliminated. **Sea Maid,** based in San Pedro, Calif., and owned by Aniello Pilato, is a standard purse seiner, not a converted clipper. She fishes mackerel as well as local tuna.

stance, like color, and will stay in it until taken out. Freezing is thought of as the process of removing heat from a hold full of fish. Keeping this idea in mind, it is clear that you can't throw several hundred tons of fish at perhaps 62 deg. F. into a hold and expect to bring it down to zero quickly enough, with freezing equipment that was built to take care of dozens rather than hundreds of tons. On the other hand, canners know that quality must be maintained, which means that fish must be frozen quickly. The only possible answer is to build more powerful freezing equipment into the tuna vessels of the future. Our guess is that a start will be made in that direction, too, in 1961.

Equipment aboard tuna vessels from now on will be heavier, more powerful, in every respect. The *Western Ace,* being converted as this is written at Harbor Boat Building Co., Terminal Island, Calif., has aboard the most powerful net winch this writer has yet seen on a tuna vessel. The winch is mounted farther aft than usual, to make its power more effective when the net is being handled. By the same token, it is likely that heavier-gauge wire rope will be used, and more of it. There may be important changes in net construction as well.

The first nylon net of a new type trade-named Trilock to be used by a California tuna seiner is now waiting for its vessels to complete conversion. Tests are said to show that this netting is stronger, more durable because there is no knot chafing; easier to handle because less bulky. Everybody admits, of course, that tests don't tell the whole story, and tuna fishermen are very much interested in seeing how the new net behaves under conditions of actual use.

One World, One Community

There is another important change that has been taking place in the tuna fishery in the past three years—and this has to do with the men in the business rather than with the fish or the machinery to catch them with.

Traditionally, in the California tuna fishery, there were the San Pedro purse-seiner men and the San Diego clipper captains. Let's put it politely by saying that the two groups were in sharp competition one against the other, and neither group could see very clearly the merits of the other. At least most clipper skippers wouldn't admit that seiner men knew much about catching fish—and vice versa.

When large numbers of clippers became seiners, many clipper owners turned to the seiner men to help them learn something about net fishing, and many seiner men found themselves sailing on long trips and meeting the problem involved in finding and catching fish on a bigger scale than they were used to.

So the two groups are gradually merging into one community, and now it is not uncommon to find veteran net fishermen who admit that the clipper captains know a good deal about finding fish and about sailing fishing vessels. On the other hand, the old clipper hands are learning that you can catch a lot of fish in a net if you handle it right. It may take years for the old rivalries to dissolve, but there is no doubt that ultimately tuna fishermen will be tuna fishermen the world over.

The Smaller Boats?

But is all the world's tuna to be caught by leviathans in the future? What about the smaller tuna vessels? Are they things of the past?

The answer, we think, lies in the fact that the biggest vessel in the tuna fleet is not the most profitable. Granting that big boats make the biggest catches, there is still a big field for offshore fishing for local tuna, and not just Albacore and Bluefin either, but Yellowfin and Skipjack as well. There will always be a good fishery off northern Mexico available to the Southern California fishermen, and after all, the most profitable operation is a short trip and a capacity catch. The limitation of an immense tuna vessel is that it costs a lot of money to operate, and needs big catches to stay solvent, whereas a small vessel can chase out and make a good living on smaller catches that would be a waste of time to a big vessel.

In the Albacore fishery, most profitable branch of the tuna business, we are bound to see some changes, and perhaps the first of these changes will come in the 1961 season.

Last season for the first time, two smaller vessels and one larger vessel tried seining for Albacore off the Oregon coast. The smaller-vessel skippers were delighted with the result, because they made money from a few tons of fish. The skipper of the larger vessel was disappointed, because he would have done better catching more tons of lower-price fish. But the fact has been proved that you can catch Albacore in a net, and this may prove a breakthrough in the Albacore fishery.

Science, too, may make a breakthrough in Albacore before too long. Science has slowly been finding out more and more about the habits of the Albacore year by year, and if once the scientists are able to discover where and how the great bulk of the Albacore can be caught, we will no doubt see a lot more white-meat tuna in cans on the supermarket shelves, and probably more money in Albacore fishermen's pockets.

Guessing the 1961 Pack

In the first nine months of 1960, according to the California Depart-

ment of Fish & Game, the California tuna industry put up 8,450,370 cases (basis of 24 halves per case). Our own private crystal ball happens to be located on the end of a limb, so we can't look into it without taking chances. But according to experts it is fairly reasonable to figure that in the last three months of the year the rate of production will remain roughly the same as in the first nine, so we can guess that the California tuna pack may be something like 11,300,000 cases. Again risking a guess that production in the US outside California will be in the neighborhood of 3,000,000 cases, we come up with a US total of around 14,300,000 cases, which would beat the 1958 record of 11,143,027.

The major canneries on Terminal Island last month raised the price of tuna slightly, which was an encouraging sign to all hands. How many skippers would take advantage of this higher price remained to be seen. Most of the fleet was expected to sacrifice a little money for the fun of tying up and going home for Christmas and New Year's Eve.

3 States Grapple on Crab Seasons, While Courting New PMFC Members

● Questions as diverse as the season for crab fishing and the necessity of destroying salmon runs to develop electric power kept the Pacific Marine Fisheries Commission in controversy during much of its 1960 meeting, held in Portland in the last days of November.

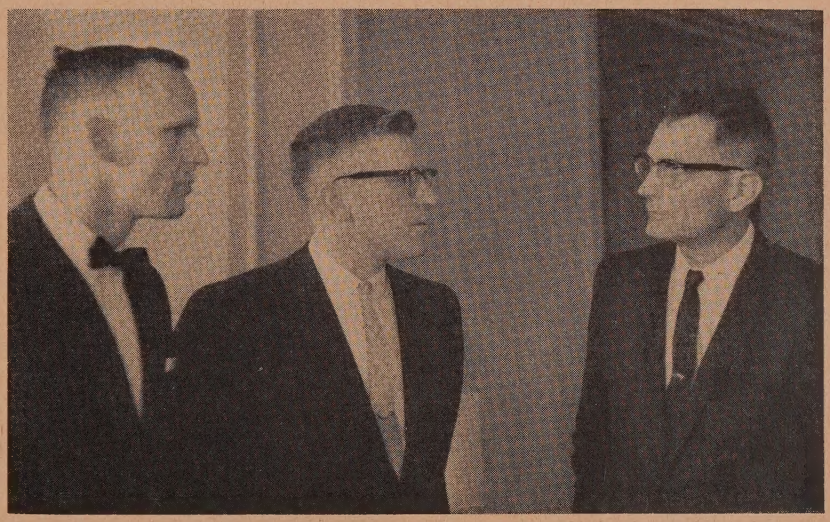
Out of the meeting came a decision that uniformity in the crab season opening was desirable; but the commission ducked the thorny problem of *when*. Instead of facing the problem squarely and effectively, the commissioners passed along the decision on opening to "mutual agreement of the fishermen and biologists"—something which realistic observers believe is not likely to come about in their lifetime; not when you consider the fact that three states with at least six distinct crab fishing areas are involved.

Actually the crab season problems are basically economic and are concerned with getting crabs to market when the markets are in best condition, even if the crabs are not.

Oregon voted against the uniform crab opening, with Washington and California backing it.

● On the matter of dams on the Snake River the commission backed and filled for two full days before delivering a position which lacked something of being consistent.

Fish sanctuary status for the Salmon River in Idaho was approved by the commission. It opposed construction of the proposed Nez Perce Dam, which of course would block the way to the Salmon River. The commission did not act on the matter of the High Mountain Sheep Dam, despite the fact that its sponsor, the Pacific Northwest Power Co., proposes eventually to build a dam on the Salmon River at the Lower Canyon site.



Three New Officials—Robert W. Schoning, left, new director, Oregon Fish Commission; with **Harry A. Rietze,** Alaska regional director, U. S. Bureau of Commercial Fisheries; and **A. E. Kemmerich,** executive director, Pacific Marine Fisheries Commission, pictured at the Vancouver meeting of the International North Pacific Fisheries Commission.

● Action by the states to eliminate rex sole, Pacific ocean perch and some of the more valuable species of rockfish from fish which could be used for animal feeding was approved by the commission.

Another resolution called on Congress to enact a law establishing a bounty on dogfish which would make a commercial fishery for this predatory species economically possible.

● Invitation to Alaska and Hawaii and Idaho to join with California, Oregon and Washington in the Pacific Marine Fisheries Commission again was voted at Portland in an effort to make the commission truly representative of the Pacific states in dealing with common fishery problems in waters over which the states have jurisdiction.

It was for this purpose that the commission was formed with congressional approval a number of years ago; and opinion among the advisors at least seemed to support extension of the participating states to all members of the Pacific Big 5.

Frankly, budget considerations enter into the question and it is generally recognized that some amendments of the compact might be necessary in order to bring the contributions of California and Alaska, based on value of fishery production, realistically into line with the benefit which could be expected to accrue to them, on the basis of their fisheries directly of interest to other members of the commission.

This problem is known to be under study by some of the commission's advisors from California at least.

Gilbert C. Van Camp Jr., accepts the presidency of the California Fish Canners Association while **J. R. Barry,** retiring president, beams from behind the Miller Freeman perpetual golf trophy and **C. G. Cigliano,** newly-elected vice president, looks up admiringly at the chief.

"Let's Make CFCA an Association Of ALL American Tuna Canners"

— Gilbert C. Van Camp Jr.

● Gilbert C. Van Camp Jr. became president of the California Fish Canners Association at Ojai, Calif., Dec. 1, and promptly called for it to become "an association of *all* American tuna canners."

Gerald Cigliano, president of Pan-Pacific Fisheries, was chosen vice president. J. J. Bogdanovich, president of Star-Kist Foods, Inc., newly elected secretary-treasurer, was overseas at the time of the meeting.

The increasingly international character of the American tuna industry more than any other subject concerned the 70 men associated with tuna canning who attended the meeting.

James R. Barry, retiring president, although speaking two-thirds in jest, disclosed the strength of C.F.C.A.'s current position in four words: "We have no problems."

Jack Gorby of California Marine Curing & Packing Co. became a second-time winner of the Miller Freeman perpetual golf trophy in the C. F. C. A. tournament.

Other golf prize winners included: Leonard Quamma, A. L. Levy, W. D. Moore, Max Gorby, Malcolm B. Smith, Robert P. Ferren, Charles P.

Unposed CFCA Personalities—From the left, above: **Gilbert C. Van Camp Jr.; Clifton D. "Bud" Day; James de Silva.** Lower row: **William Robinson; J. R. "Racey" Biven; Glen Copeland.**

Donetti, Maurie Piggott, Gerald Cigliano and Donald T. Saxby.

Party hosts during the C.F.C.A. meeting were the American, Continental and National Can Companies, sharing jointly in the events, and with delegations headed by Fenton Dowling, W. W. Hodgson and M. C. Gordon, respectively.

Mr. Dowling recently succeeded Alexander Black as western area manager of sales for the American Can Co.

California Canners Relaxing at the annual California Fish Canners Association meeting at Ojai. By rows, from the left, and from the top:

E. L. Morris, CFCA; **August Felando,** ATA; **Max Loewe,** Star-Kist.

Charles R. Carry, CFCA; **M. J. Gorby,** Cal-Marine; **W. M. Chapman,** Resources Committee.

C. G. Cigliano, Pan-Pacific; **Jack Gorby,** Cal-Marine; **Lucien Richards,** Starkist; **Joe Porter,** Fibreboard.

Jack Dinnerstein, Cal-Marine; **R. S. Wilson; Albert Levy,** Washington Packing.

W. W. Hodgson, Continental Can; **James R. Barry,** Cal-Marine; **Donald P. Loker,** Star-Kist.

Refinery Wastes Will Not Peril Fish

The California Department of Fish and Game, and other official and unofficial protectors of Southern California ocean fish, last month won a round in the struggle to keep toxic industrial wastes out of the ocean.

Oil refineries in the broad area north of Wilmington and San Pedro, Calif., were not permitted to dump their waste waters into Dominguez Channel, a water course that drains the country thereabouts and finally empties into the sea through Los Angeles Harbor. The action was taken by the California Water Pollution Control Board following a hearing in Los Angeles.

Dominguez Channel is to be widened and dredged, to the extent that the salt water from the ocean will flow up the channel a considerably longer distance than is now the case. When beneficial uses for this new flow were sought, the refineries asked for permission to use the channel as drainage for their waste waters. This was opposed by the Fish & Game Department and other agencies. It was said that tests run in the past had shown that the refinery effluents were lethal to fish.

Bloom Fades from Sockeye Prospects in Life at Sea

1960 Fishing Season Proposals

IPSFC Future Research Objectives

● Disappointing 1960 prospects for Sockeye, but a better-than-expected outlook for Pink salmon, were reported to the fishermen of British Columbia and Puget Sound by the International Pacific Salmon Fisheries Commission at a largely-attended public meeting in Bellingham, Wash., Dec. 16

To meet the requirements of conservation under the expected conditions, the commission is proposing sharply restricted fishing periods, particularly during the Sockeye season. Even during the Pink migration late in the summer, more than half the entire Pink run will be required for spawning escapement.

● Quantitatively, the commission staff expects a *minimum* run of about 5.5 million Sockeye, with an allowable catch of 2 million to each country, and an escapement of 1.5 million.

In the case of Pinks the forecast of the run *to convention waters* is 4.5 million, of which 2.5 million are required for escapement. (The figures on Pink escapement do not include the run to Washington and British Columbia waters outside the treaty area, even though the fish may pass through this sea.)

The question may be asked:

Why is a run of 5.5 million Sockeye counted "disappointing" and one of 4.5 million Pinks "better-than-expected?"

Answer: Because the 1957 spawning of Sockeye, principally of the Stuart and Quesnel races was *excellent;* hatching and rearing conditions were entirely favorable; and the seaward migrants were large, healthy, and numerous, almost beyond belief. When they went to sea the outlook was bright for a great run of Sockeye in 1961. However, despite these favorable early prospects, all available indexes on which sea survival can be based have been adverse, and the commission staff is obliged to conclude from its scientific studies that only a limited return can be expected. Thus the prospect is "disappointing," because much better had been expected from the *largest seaward migration of Sockeye that has occurred from the Fraser River since that which produced the all-time record run of* 1913.

The unfavorable indexes upon which the restricted forecast is based are:

1. *The Fraser River discharge* at time of seaward migration which, interpreted in the light of previous experience, indicates a return of about 6 million fish.

2. *First-year-in-the-sea growth* rate index as shown on the scales of three-year-old jacks, similarly interpreted, gives an identical forecast.

3. *Return of* 3-*year "jacks" in* 1960 was negligible, indicating extremely low sea survival. This index, not always reliable, gains standing in this instance because it so closely confirms the two preceding.

In addtion, the rate-of-growth indicated by scale samples from "jacks" leads to the prediction that the Sockeye will be small in size, averaging about 5 lbs.

Pink Spawning Low; But Survival Conditions Good

● Candidly admitting that the 1959 Pink salmon escapement to the Fraser was inadequate, the commission reported that the Gulf of Georgia temperature index, which is considered a reliable indication of Pink salmon sea survival, was extremely favorable. While the numbers of fry migrating to sea in the spring of 1960 from the 1959 spawning were barely 25% of those from 1957, good return is expected, considering the poor spawning of 1959.

When it approached the 1959 Pink season, the commission staff predicted a very poor run. The actual result was perhaps better than anticipated, but the fish for some reason not yet understood, were particularly vulnerable to the gear—with the result that the run was over-fished in spite of constant scientific scrutiny and administrative effort. The overfishing occurred not as result of increased amount of gear or technical changes, for the catch-per-unit of all forms of gear rose strongly in Pink salmon fishing in convention waters in 1959.

● Faced with the necessity of securing adequate seeding on Sockeye in 1961; and a *much* stronger spawning of Pinks in 1959, the commission proposed to the industry a set of regulations which permit fishing in the various areas thus:

Strait of Juan de Fuca, both fleets two days a week from July 16 to August 19; August 20 to September 2, 1 day a week; September 3 to September 23, 2 days a week.

U.S. Waters, Angeles Point to Point Roberts—June 24-August 12, 3 days a week; August 13 to September 2, 2 days a week; September 3 to October 2, 3 days a week.

Canadian Inside Area—June 26 to September 3, 2 days a week; September 4 to September 10, closed; September 11 to October 8, 1 day a week, *except in the Gulf Island waters,* which remain closed from September 4 to October 8.

A notable change in the proposals would put trolling in waters inside the Bonilla Point-Tatoosh Line under the same weekly closure restrictions as apply to net gear.

This latter proposal undoubtedly resulted from the growing troll fishery for Pinks, which has come to take a substantial of the allowable catch of this species in convention waters, a development of which the commission

is now taking administrative note.

Another proposed change would shift the Point Roberts "blow-back line" easterly to run due south from Lilly Point, the southeasterly corner of the Point Roberts peninsula, to give greater protection to Pinks which have passed through the fishery but may be driven back from the Fraser entrance by a shift in weather.

● It should be understood that the proposed regulations as outlined were offered for consideration of the industry. They will be available for study by the fishermen and the commission's advisory committee, which will report at a meeting to be held in Vancouver, probably January 20.

All members of the advisory committee were present and expressed themselves at the Bellingham meeting, but reserved conclusive opinion until the subsequent meeting. Nick Mladinich, advisor representative of the U.S. purse seine fleet, served notice he would oppose the suggested shift in the "blow-back line"; and also that he would recommend strongly that the closure on trolling during the Pink season be extended to all convention waters; and that in the high seas area westerly of the Bonilla-Tatoosh line it apply seven days a week during the period when Pinks are present.

● R. H. Stanton was appointed to the advisory committee as the Canadian troller representative, succeeding H. North, who had served for many years but who asked to be replaced because of the difficulty he experienced in attending meetings. Mr. Stanton has been trolling on the West Coast of Vancouver Island for 17 years and has been for three years a director of the Pacific Trollers Association.

Other members of the advisory committee, and their representation, are:

Canada—H. Stevenes, purse seine fishermen; Peter Jenewein, gillnetters; Charles Clark, purse seine vessel owners; Ted Black, sportsmen; Richard Nelson, canners.

United States — Howard Gray, sportsmen; Nick Mladinich, purse seiners; John Brown, reefnetters; Joseph Erisman, gillnetters; John Planich, canners; Bert Johnson, trollers.

Six Key Assumptions

● In announcing its regulatory proposals, the commission pointed out that they were based on six assumptions, and that amendments during the fishing season could be anticipated as these considerations changed. The six points, on which so much hinges, are:

1. That the allowable catch of 4 million Sockeyes and 2 million Pinks is evenly divided between the two countries.

2. That the size of the U.S. fleet will be about the same as during the 1957 run—351 purse seines, 638 gillnets, 99 reefnets.

3. That the availability of the Pinks to the gear will be the same as in 1959—which was unusually high.

4. That the Canadian fleet fishing in the Strait of Juan de Fuca will approach 100 purse seines and 300 gillnets.

5. That the timing of both the Sockeye and Pink salmon runs will be approximately the same as in 1957.

6. That escapement of at least 30% of the Early Stuart run and 60% of the early Fraser River Pink salmon runs. The requirement estimates for escapement are *minimums*—1.5 million Sockeye and 2.5 million Pinks.

Bessie B., Pacific Northwest purse seiner, gained a substantial boost in running speed with the installation of the new Caterpillar D333 engine. Turbocharged and after-cooled in jacket water series, the engine turns through a 2.95:1 reduction gear developing 75 hp. at 2,000 rpm. for continuous service. **Bessie B** was the first of the Pacific Northwest salmon fleet to repower with this new engine.

● The salmon commission plans in 1960 to undertake two specific studies of salmon runs, their routes and timing as they enter the Strait of Juan de Fuca.

They are:

(1) That which calls for tagging Pinks on both sides of the International Boundary and immediately inside the Bonilla-Tatoosh Line to determine the degree of segregation of stocks of U.S. and Canada origin north and south of the boundary; and also to determine times and rates of migration through the fishing areas and to their spawning grounds.

(2) The other study would seek to determine the extent of feeding and growth in Pink salmon taken in the troll fishery west of the Bonilla-Tatoosh Line and those taken in the Canadian fishery inside that line and in the U.S. fishery at Salmon Bank.

● Two research objectives of the International Pacific Salmon Fisheries Commission were given particular emphasis by DeWitt Gilbert, chairman, in discussing the future work and goals of the enterprise.

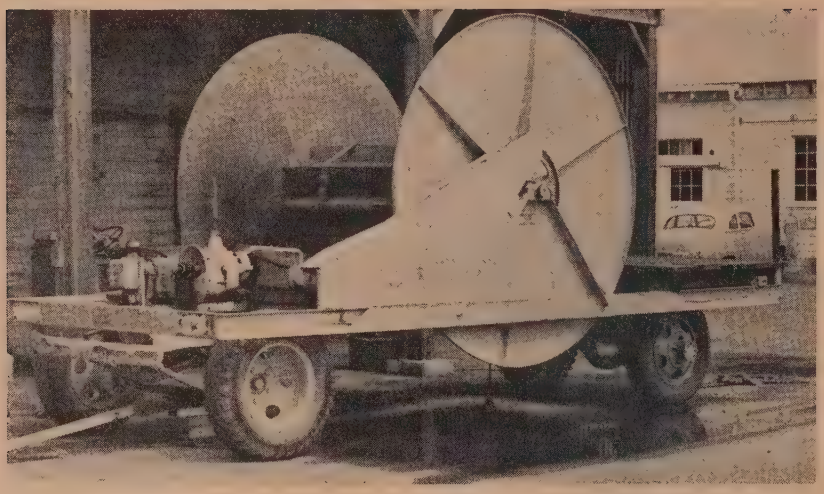
These were: (1) search for a clearer understanding of the factors affecting marine survival of salmon; (2) search for means by which the Sockeye and Pink salmon resources of the convention area can be extended by bringing into production stream and lake systems now barren, or whose productivity is limited by unstable spawning grounds.

In respect to the problems of marine survival, he recognized the need for co-operation with other research areas in the sea outside treaty waters. Of the challenge in this matter of sea survival he said:

"We may not be able to change marine conditions, but to be able to detect them, interpret them and anticipate their effect would be of enormous benefit."

In 1960 the commission installed an artificial spawning channel, with the cooperation of the Canada Department of Fisheries and the British Columbia Power Co., which will offset in some degree the loss of Seton Creek

A Drum Seiner on Wheels —



● No; this is not a dry-land drum seiner.

Neither is it a new wrinkle in beach seining.

It is a utensil supplied by the Port of Bellingham, Wash., for the benefit of its fishermen customers.

No, not a shore side trainer for apprentice seiners, like those things they put young cadets in to show them what flying's like.

This is simply an electric-driven—plug it into any power socket—seine drum on which to wind a net when you want to unload it from the turn table and take it uptown to the net locker, or to the back yard behind your home.

It works equally well in the other direction. (Actually it is supplied with a reverse gear, but this is not needed in carrying the net from the locker to your boat.)

In short, it's an easy way of handling an unhandy object such as a purse seine, and of doing it without damage to the net itself or the back end of the family station wagon.

Pink salmon spawning areas lost by the company's diversion dam at the outlet of Seton Lake.

Another attack on the problem of extension of the salmon resource in the Fraser system is a full-scale but experimental hatchery on Upper Pitt River, where it is hoped to utilize the large rearing potential of Pitt Lake by salvaging spawning salmon from the side channels of the Pitt River's flood plain, where their natural spawn deposition is almost inevitably destroyed by fall freshets and the exposure of the seeded gravels by channel shifting.

The chairman referred also to the even more mystifying problem of the cause of quadriennial dominance, of one big year in four, best represented by the case of the Adams River, to which 16,000,000 Sockeye returned in 1958, but less than 10,000 in 1960.

● In announcing the commission's determination to advance its studies of sea survival, resource extension and future protection with increased vigor and facilities, he said:

"We propose to do these things ambitiously, but scientifically; comprehensively, but without duplicating the investigations of other agencies. The need is too demanding, the time is too short, the cost is too great, for duplication.

"We shall work in our own area, on the problems of us all."

A. S. Bergstrom Manages Canco's Astoria Plant

A. S. Bergstrom has been named superintendent of the new container plant now being installed in Astoria by the Canco Division of the American Company, it was announced by R. B. Thompson, vice president in charge of manufacture.

Mr. Bergstrom joined Canco in 1941 at Seattle as an inspector. Just prior to his present appointment, he served in Portland as general foreman.

The superintendent's initial duties will include direction of equipment installation at the new plant, preparatory to the start of commercial container production early in 1961.

Mr. Bergstrom is a native of Seattle and was educated at the University of Washington, where he majored in business administration.

James Eckman Dies In Vancouver at 75

James S. Eckman, former president of Canadian Fishing Co., Vancouver, B. C., and for many years a prominent figure in the North Pacific's fishing industry, died recently, aged 75.

Although he retired from Canfisco several years ago, Mr. Eckman had been almost as active as ever as founder and chairman of the Greater Vancouver Metropolitan Industrial Development Commission, which was responsible for bringing many new industries to the Vancouver area. He relinquished his office there last September because of ill health.

Born in St. Paul, Minn., Mr. Eckman went to Vancouver in 1917, where he became associated with Canfisco and for some time was vice president under the late Al Hager. He was a president of the Fisheries Council of Canada and chairman of the canned salmon section, Canadian Manufacturers Association.

He is survived by htis widow, a daughter, two sons, a brother and four grandchildren.

CRPA Pays $1, Sales Run 28% Higher

Directors of Columbia River Packers Association, Inc., December 16 approved payment of an annual dividend of $1 a share, payable December 27. This is the eighteenth consecutive year the company has paid dividends.

T. F. Sandoz, president, reported to the Board that sales for the first seven months of the current fiscal year ending April 30, 1961, are running 28% ahead of the same period in the prior year. Net profit of the corporation after taxes is also ahead of the prior year for the first seven months. The per cent of profit on sales is equal to that earned in the prior fiscal year.

He stated that the company's packs of salmon on the Columbia River and Puget Sound were below the prior year but the pack of salmon in Alaska was ahead of any experienced in the past several years, with the result the over-all pack of salmon is larger than last year. Operations are continuing in the company's tuna plants in Honolulu, Hawaii, and Astoria, Ore. The combined production of tuna to date is ahead of the prior year. Packing is expected to continue until early spring 1961.

Mr. Sandoz stated that the Board approved an increase in the advertising budget for the next fiscal year, beginning May 1, 1961, which is consistent with the company's expanding market for Bumble Bee Seafoods.

PACIFIC Fisherman's NEWS

JANUARY 1961

Bristol Bay Mesh-Size Cut Triggers Critical Reaction

● Action of the Alaska Fish and Game Board in reducing the minimum net size permissible for gillnets on Bristol Bay triggered sharp protest from within the industry, and as well among biologists and the conservation-minded.

In its new regulations, adopted in December, the board agreed over the protest of some of its biologists to reduce the minimum gillnet mesh size from 5½" to 5 3/8" *for the year* 1961 *only*.

This action was taken to satisfy requests from Bristol Bay residents, who contended that their nets had shrunk to size below the 5½" former minimum, and that they should be permitted to use the smaller mesh for another year.

Principal opposition to the proposal was based on the fact that the smaller mesh would be increasingly effective against females and that by taking larger numbers of these smaller fish would reduce the amount of spawning. It is well established that most productive spawning comes when females outnumber males; and that smaller nets are selective of females.

Besides the biological and conservational objections, the industry contends the smaller mesh, by catching fish of smaller average size, will produce an unjustifiable increase in the cost per case of salmon.

While the reduction in minimum mesh was permitted ostensibly as a relief measure to permit using up nets which had shrunk, there was at least a possibility that it would be abused by the purchase of new nets of the smaller mesh size, with a renewal next year of the plea for extension of the minimum.

● Another major shift in the regulations revised the gear-time table downward in the Nushagak district from 225 to 200 units for 2½ days fishing per week, while in the remaining districts the level of effort for 2½ days fishing per week was raised as follows: Naknek-Kvichak, from 275 to 334 units; Egegik, from 60 to 68 units; Ugashik, from 35 to 43 units.

Also, the Snake River section of the Nushagak district was closed for 1961.

In the Yukon and Kuskokwim districts the long-standing catch quota system was discontinued and a flexible program of regulation by opening and closing fishing at the river mouths was substituted.

● In Southeast Alaska the purse seine fishery will open at all points on the same days as in 1960. King crabs may be taken by pots only. Gillnet fishing areas are virtually unchanged. Subsistence fishing may be done only under permit issued by the Department of Fish and Game.

Prince William Sound will be closed to purse seining in 1961, although opening is possible if the run should permit. The newly established King crab fishery in Prince William Sound is limited to pots, 35 maximum per boat.

Kodiak Island set netting will be limited to persons who have been living *in the Kodiak fishing area* for one year. Trolling will be permitted. The salmon season will run from fishing in July and parts of June and June 1 to Sept. 30, with three days of August, and five days at other times.

Cook Inlet King salmon fishing opens June 8, with no mesh size requirement. There will be no gear-time table on upper Cook Inlet.

● The Alaska Peninsula and Chignik areas have a number of local changes in open fishing waters and periods. King crab fishing in state waters is limited to pots only between Cape Pankof and Kilokak Rocks. Set nets are prohibited in the Chignik area, and the minimum distance between set nets elsewhere, save for Nelson Lagoon, is set at 900'; and between a purse seine and a set net at 500'.

● In its official statement regarding the changes in mesh-size regulations, the Alaska Department of Fish and Game says in full:

"The Alaska Board of Fish and Game during its recent meeting re-

Promising Shrimp Areas Located Off Oregon

Promising shrimp producing bottom was located off the southern Oregon coast during the fall months by the exploratory fishing vessel *John N. Cobb*, operated by the U. S. Bureau of Commercial Fisheries in a cooperative study with the Fish Commission of Oregon.

Despite heavy swells during the last week of the cruise, which prevented effective shrimp net fishing, new beds were discovered off Bandon and the Siuslaw River.

Near the Siuslaw River in 90 fathoms, catches ran as high as 650 lbs. of pink shrimp per half-hour of fishing, a good omen to commercial fishermen who regard 800-1000 lbs. of shrimp per 2½ to 3 hours a fair average.

Exploratory drags with a shrimp trawl were made in ocean waters in the general region between Bandon and Heceta Head. Modern sonic equipment was used to determine the general bottom characteristics and suitability of the investigated area for trawling.

Captain Pete Larsen commands the *John N. Cobb* and Alonzo Pruter and Harold Johnson were field party chiefs.

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PACIFIC FISHERMAN'S NEWS

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Three Alaskans—Denton Moore, Naknek, canner and editor; A. A. Owen, Uganik Bay, canner, state senator and U.S. advisor; John H. Clawson, Anchorage, U.S. INPF commissioner.

viewed two instances where mesh size requirements for nets were considerably larger than many in present use. Although both of these regulations have been in effect many years nets were purchased near to the minimum size and through shrinkage have become illegal.

"The Board through two regulations just passed effectively served notice that a reasonable period of time would be given to utilize the fishermen's present mesh so that no economic hardship will result, but that at a set future date nets must be in use, which after shrinkage, will conform to the former mesh size requirement.

"Regulation 102.11 (b) now reads, 'Where the use of leads is permitted, a purse seine boat may have or use not more than one lead of legal length and depth, without purse rings attached, and with mesh at least 6" stretched measure, except that in 1963 the minimum mesh size requirement shall be 7".' This regulation is in the general section and refers to all purse seine leads in Alaska.

"In Bristol Bay under Section 104.12 the minimum mesh size for 1961 was changed to 5⅜". The regulation now reads:

"(1) In all districts, stretched measure shall be not less than 5⅜" during 1961; provided,

"(A) That stretched measure shall be not less than 4¾" after July 16 and,

"(B) That stretched measure shall be not less than 5½" during the 1962 season prior to July 16.

"A new mesh size regulation for purse seines in Prince William Sound was passed with provisions to utilize the present seines of larger mesh until 1963. Section 111.15 calls for mesh in the seine not greater than 4 inches stretched measure. If some present seines are of larger mesh a permit may be obtained to utilize these old seines during 1961, 1962, and 1963."

New Eureka Vessel To Troll and Crab

The newest addition to the Humboldt Bay fishing fleet, the 41' troller and crabber *Sarah E.*, was launched at Eureka last month by owner and builder, S. E. Albin, Eureka.

Mr. Albin formerly owned the troller *Porkey*. *Sarah E.*, named for Mr. Albin's daughter, has hydraulic steering, throttle controls, clutch, and is powered with a General Motors 6-71 diesel engine.

Jack Stewart, Arcata shipwright, was the designer and chief construction aide in the backyard project, which started about four months ago. Mr. Albin will fish the craft himself.

George Murphy Search Finally Abandoned

An extensive air and sea search for George Murphy of Tacoma and his *Virgin Mere* have been given up by the San Francisco Coast Guard. There has been no report from the boat in over a month. The last vessel in contact with the heavily built 60' Alaskan halibut boat was the troller *Spirit* November 5. At that time a storm was brewing. The *Spirit* radioed she was running in, as were other boats in the fleet fishing for albacore about 200 miles west of Point Arena.

Murphy is reported to have answered that he was going to ride it out and continue fishing. Since then there have been a series of storms and it appears unlikely that the *Virgin Mere* would still be afloat.

Merle Murphy, son of the missing skipper, recently returned from San Francisco where he was shown the thick sheaf of papers concerning the search for the missing boat. "Not a trace of wreckage has been found. It does not look hopeful," he was told by the Coast Guard.

Some time ago Murphy was involved in another mishap at sea when his troller *Ruth E.* caught fire off the Santa Barbara Islands. He and his boat puller, Martin Messenbrink, barely got away in a skiff before the goat turned on her side and went down.

He then purchased the *Virgin Mere* and for some time fished for King crab in Alaska. About three years ago he again put in at Moss Landing with the Albacore fleet and has been working from there regularly since.

Handles Marco Blocks

Frank's Fishermen's Supply, Fishermen's Wharf, San Francisco, has been appointed a dealer for Marco hydraulic crab and long line blocks. For some time the company has sold the Marco Puertic power block.

Earl Kunkel, Morro Bay, has installed a four cyl. Tasco Ford diesel engine in his sea bass boat, purchased from Morro Bay Anchorage.

Shaft Alley Views aboard **Mary Lou,** showing how this space was refrigerated and employed to offset the loss of cargo space from bait tank removal. **Left** picture shows how all pumps and valves are concentrated in the forward end of the shaft alley. **Middle** dark view shows the refrigerated space gained below decks. **Right** is a view from the refrigerated alley (note coils on the left) looking into the lazarette provided for storage in the extreme after end. (Note rudder stock in far center.)

How "Mary Lou's" Shaft Alley is Used To Avoid Capacity Loss in Conversion

● One of the problems faced by owners of tuna clippers who are converting their vessels for seining is the loss of cargo capacity that results from eliminating the bait tanks on the after deck.

Various owners have found various solutions, but Fifi Parmigiano, skipper of the newly-converted *Mary Lou,* hit on the original idea of turning the mid-section of the shaft alley of his vessel into a refigerated fishwell with a capacity of about 20 tons. Thus, although he had to eliminate his bait tanks on the after-deck, and cut down his hatch coamings, he still did not lose a pound of refrigerated-fish capacity.

Workmen at Harbor Boat & Yacht Co., San Diego, cleared the mid-part of the shaft alley by grouping all the pumps in the forward few feet, immediately abaft the engine-room bulkhead. They also provided a lazarette at the extreme stern for storage of the supplies and equipment a skipper usually carries in the shaft alley.

The middle section was fitted with coils connected to the ship's refrigeration system. Watertight bulkheads were installed to separate the midsection from the fore and aft compartments. A hatch from the after-deck was already in place. Glass fibre linings were installed, as in the other fish-wells. Hatches were provided in the floor of the fish-well so that when it is not full of fish, access can be had to the shaft bearings as in normal practice.

If the shaft bearings need servicing in an emergency, even when the well is loaded, a man can crawl under the shaft-alley floor the entire length from engine-room to stern bearing.

The shaft-alley fish-well is intended to be loaded last and unloaded first. All coils, valves and fittings in the new tank are new.

Mary Lou's owners: Capt. Fifi Parmigiano, left, and Chief Engineer Don Skidmore. They have filled these posts since the vessel was built.

A Ship-Shape Ship

● While on the subject of the *Mary Lou's* shaft-alley, it should be remarked that during the conversion job the alley was cleaned up so thoroughly that it looks more like a hospital corridor than like a shaft-alley usually looks.

This was true of the entire ship when she pulled away from Harbor Boat's fueling dock on her trial run. Capt. Parmigiano, who has been her skipper since she was built, is proud of his vessel, and his pride even went so far that he provided a bottle of champagne to re-christen her. The bottle was broken over the bow of the skiff when she was launched on her trial net set.

Mary Lou is 121' long by 26½' beam, and carries around 200 tons of refrigerated tuna. Built by Lynch Shipbuilding Co., San Diego, she has the typical Lynch arrangement of the compressors athwartships over the en-

STANDARD ENGINEER'S REPORT

45,000 hours deep-water dragging before first engine overhaul...using RPM DELO Oil

The 56 foot dragger Noyo Star operates out of Ft. Bragg, California. Built in 1944, she received her first engine overhaul in 1957 . . . 13 years after launching! The Noyo Star uses RPM DELO Oil exclusively.

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Shipnotes: 150 horsepower Murphy diesel powers the M.V. Noyo Star. Engine required only one overhaul in last fifteen years. Top speed is nine knots—fishes for sole, rock and ling cod. Navigation and fishing aids include a Fathometer, radio and Loran.

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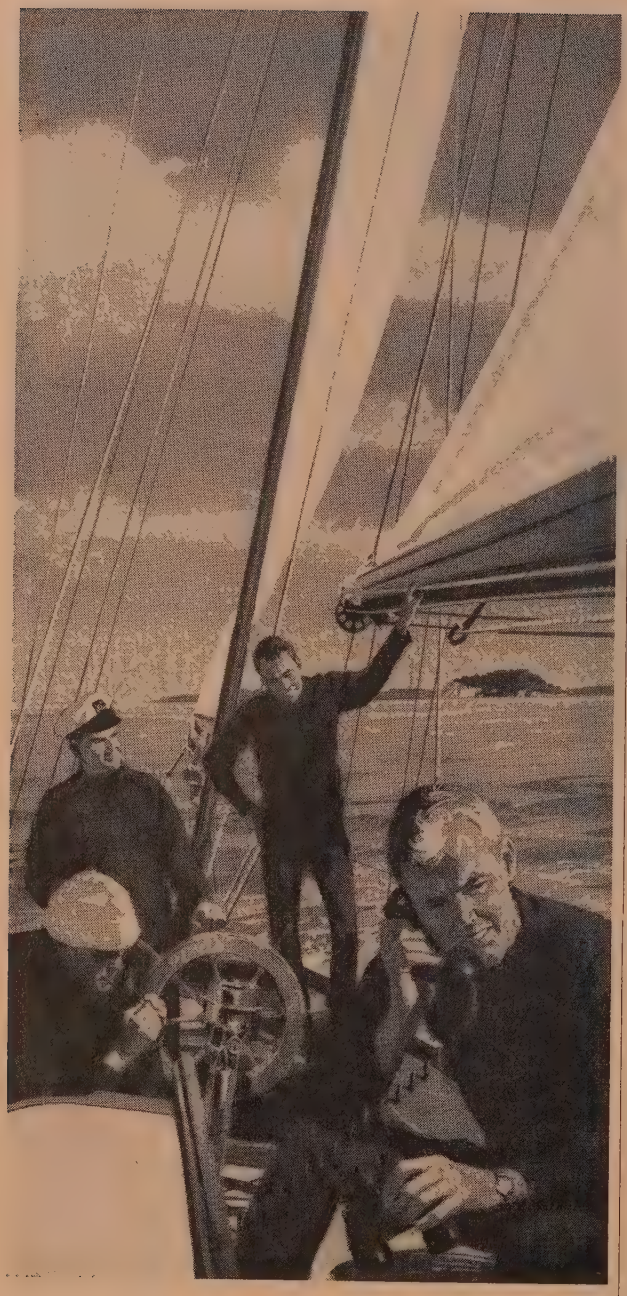

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gine room. This allows more shop space, freeing the space along the port side of the machine shop. Mountings are rigid and allow no stretch or give in the belts driving the compressors. The machine-shop boasts a good-sized little lathe set up on the port side.

Mary Lou's compressors are two 5-by-5 and one 6-by-6 Kohlenbergers. Her main propulsion engine is an Atlas Imperial 550-hp. diesel engine with a Meredith supercharger. Her auxiliaries are two Atlas Imperials, 112-hp., driving GE 75-KW generators.

Hydraulic Winch, Nylon Net

● Her net winch is a Northern Dragger, all-in-one unit, with three drums. It is driven by a 30-kw. electric motor —separate power entirely from the ship's engines. Winch controls are hydraulic throughout, a Northern Line system designed by Tacoma Boat Building Co. Inc., which also builds the winches. Aeroquip hoses are used for the hydraulic system lines.

Her net, which was successfully tested on her trial run, is all nylon, manufactured by Fish Net & Twine Co. It is 435 fathoms long by 41 deep, 4½" mesh with 8" mesh for one strip next the lead line. The lead line is 7/16" galvanized chain, and the net is floated by 6000 Spongex and Ark plastic floats. The purse line consists of 650 fathoms of ⅝" wire rope, with 80 fathoms of ¾" cable in the center of the line. The cork line is nylon rope. Capt. Parmigiano points out that the entire net assembly—webbing, rope, cable, rings, etc.—is US-made, supplied by C. J. Hendry Co.

Mary Lou's Puretic hydraulic power block is the largest size made by Marine Construction & Design Co., Seattle, which also manufactured her hydraulic topping winch and her two hydraulic vang winches. Captain Parmigiano jovially calls the power block his yo-yo.

Seine skiff for *Mary Lou* was built in San Pedro by Mardesich Cabinet and Boat Works, measures 28 by 16', and is powered with a General Motors 471 four-cylinder diesel.

Don Skidmore, engineer on the *Mary Lou,* has also been aboard (as chief engineer) since she was built. He and Capt. Parmigiano are both part owners.

The wheelhouse is fitted up with all the necessary navigation aids: a Sperry automatic pilot, Fathometer, Ranger radar, 100-watt radiotelephone by Electronic Engineering Co., San Diego, RME 50 receiver by Radio Mfg. Engineers Inc., Peoria, Ill., a Luckey (San Diego) marine radio receiver, Taylor recording thermometer, radio compass, Intervox radio direction finder and an intercom with stations at strategic points on the ship.

Mary Lou, the converted seiner whose shaft alley was altered to compensate for the refrigerated cargo capacity lost with removal of her on-deck bait tank.

Rubber Raft Saves Lives

● Two British Columbia fishermen were drowned and two others rescued when the seiner *Sea Pride* II sank off Cape Mudge, near Campbell River, late in October.

A winking light and a man's cries for help through the howling gale brought the coastal freighter *Alaska Prince* to the scene of the wreck, where three of the fishermen and a dead companion were plucked from the capsized vessel's rubber raft.

The dead: Bill Sigmund, 30, the skipper, who died after being taken aboard the *Alaska Prince;* Fred Phillips, about 30. Treated in hospital and later released: George Wiseman, the mate, and Garry Sigmund, 21, deckhand and nephew of the skipper. All were from the Fraser River area.

Captain John Eveleigh of Vancouver, B. C., master of *Alaska Prince,* sent out a radio message after the rescue. He said:

"We saw a small light blinking. One man was yelling. A devil of a sea was running. Wind, rain and scud were flying. We got the four aboard from the raft without trouble. I was at the wheel."

The doctor at Campbell River hospital, where the victims of the wreck were taken, described the rescue effort as "superb."

Sea Pride II was owned by the Blaine Myers & Co. of Vancouver, valued at $60,000 and covered by insurance.

The Cape Mudge area is regarded as one of the most dangerous stretches of water on the Northwest coast. Eight years ago the tug *Petrel* sank there with all hands, and the U. S.-owned dragger *Northern Lights* went down there last year with no one saved.

The current that sweeps south from Seymour Narrows, which at full flood sometimes reaches 14 knots an hour, combined with the southeast wind blowing up from the Gulf of Georgia and funnels into Discovery Passage, between Quadra Island and the mainland, creates the peril. When a 40-knot gale is added, as it was when *Sea Pride* came to grief, a wall of water is sometimes built up that can throw a vessel over on her beam ends.

The crew's ability to launch the rubber raft probably prevented the loss of all four members of the crew, but there was no time to cut the line that attached the raft to the vessel and the raft overturned, to be righted only after two of the occupants became mortally affected.

SAN PEDRO and SEATTLE SKIPPERS SALUTE
STARR NYLON NETTING
as Tuna and Salmon Catches Increase

TONY MIHOVILOVIC, Captain of 86 ft. Combination Boat *"MURAUDER"* reports: "I've been using A. M. STARR Nylon Nets for the past four years, and you just can't beat them. Last year we made seven trips for tuna, and our total catch was 840 TONS. I particularly like Starr Netting because it has extreme strength with lightness of weight and is so easy to handle. Starr Nets are the most dependable of all and there's only a minimum amount of upkeep."

TERRY TARABOCHIA, Captain of Gillnetter *"BALLERINA"* reports: "My Starr Net was very successful on *Humpies* in 1959. We increased our catch at least 50 per cent over other years when I fished with other nets. You just can't beat STARR NYLON NETTING for fishing."

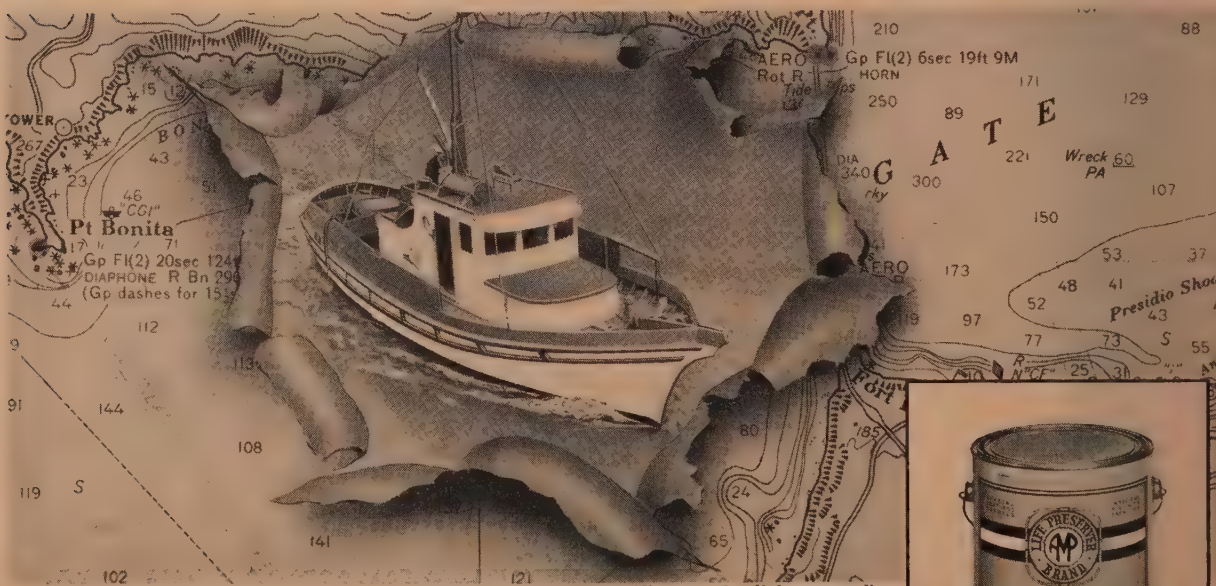
STARR NETTING . . . STAR PERFORMANCE

Another in a new series of Starr advertisements direct from the fishermen using Starr Nylon Netting.

STARR NETS

A. M. STARR NET CO.
EAST HAMPTON, CONN., U.S.A.

HI-TEX ENAMEL . . . *best by any chart!*



Fishermen and other work boat operators like Hi-Tex best. They prefer it because it resists chipping, cracking, the bite of salt spray and all the other hardships of marine use. And . . . equally important . . . it stays brighter after two years than many enamels after one! In white, or 20 brilliant colors, there's real economy in high quality Hi-Tex. Ask for it at your dealers today.

Triple "C" Products

AMERICAN MARINE PAINT COMPANY

Home Office: 311 California Street, San Francisco

QUALITY PAINTS SINCE 1903

Loo Chi Hu trawl door with flat V-section as fished from the dragger **Yung Ja** in the South China Sea.

V-Section Steel Trawl Doors Prove Productive in Formosa

By
CAPT. LOO CHI HU

● In an advertisement in your issue for September, 1959, there is a picture of a trawl door whose transverse section is that of a flattened V. Although there was no description with the picture it attracted my attention because it had some resemblance to an otter board which I designed in 1957. It has Taiwan Patent No. TAI-774, and at one time I applied for patent in the United States. However, I have not completed the application, the period for it has expired, and I have opened use of the design to the public, hoping it will be of benefit to fishermen in increased earnings and lessened toil.

This design has been widely used in Taiwan in recent years with great success.

NOTE—Capt. Loo Chi Hu is a fishing master in the fleet of the China Fisheries Corporation, 51 Chung Cheng Road, Section 3, Keelung, Taiwan (Formosa). At present he commands the trawler "Yu Gwai".

The otter board has a transverse section in the form of a flattened V. The board is made of 3/16" steel plate with welded-on reinforcement strips of ¼" steel. The lower half of the board is welded to a 3" steel bar bent around the side, and the upper part to a 1½" steel pipe.

The main features of the board are:

1. Its V shape, with the convex side fished inboard.

2. The main towing cable is fastened to a semi-circular steel bracket which is in turn fastened to the board at two points instead of at four points as conventionally.

3. No other material is used besides steel plates, pipe and bar.

● A few striking results follow immediately from these features as can be easily anticipated by the readers.

1. When trawling in soft bottom, these otter boards never dig into the mud.

2. The board does not tumble. (Tumbling of trawl doors is not unusual, especially when trawling on one side of the vessel. It results in closing down the head line of the trawl, and therefore, closing its opening.)

3. Adjusting of the towing center of the board becomes simplified to great extent. Once the adjustment is made, it remains fixed and unchanged by any rough handling or twisting.

4. Left and right boards can be exchanged at anytime in only a matter of five to ten minutes. Note the two rows of holes on bracket for this purpose.

5. The V-shape otter boards are able to open up the wings to a larger spread than the conventional doors do. This angle of opening can further be adjusted easily by shifting the main cable fastenings on the brackets.

6. Steering and turning are found to be easier to perform with V-shape boards than with conventional plain boards.

7. V-shape board is lighter in weight than conventional board, yet there is no worry of its being raised from sea bottom.

8. V-shape board does not hook on bottom obstacles such as rocks and wrecks. When encountering obstacles the board simply flips on its axis of

The Perfect Container doesn't Just Happen!

THIS hard-shelled fellow has a right to be happy as you-know-what. For Mr. Clam's shell is an open-and-shut case of a container that does what it is supposed to do . . . best!

Canco . . . helping you land sales

In marketing fish, Canco containers do what they are supposed to do . . . best. The company that gave your industry the Salmon Filler continually helps canners at every level of production and sales. For example, experts from Canco's scientific laboratories assist in the improvement of line operations and retorting procedures.

Profits will result when you put Canco's team of research, manufacturing and marketing experts to work for your products.

GREAT CONTAINER IDEAS COME FROM CANCO

CANCO DIVISION

AMERICAN CAN COMPANY

the hinged bracket until it clears the obstacle.

9. Handling of such a door is simple, and it is easy to construct, hence the cost is low.

10. Catch is found to increase because of the wider spread of the wings.

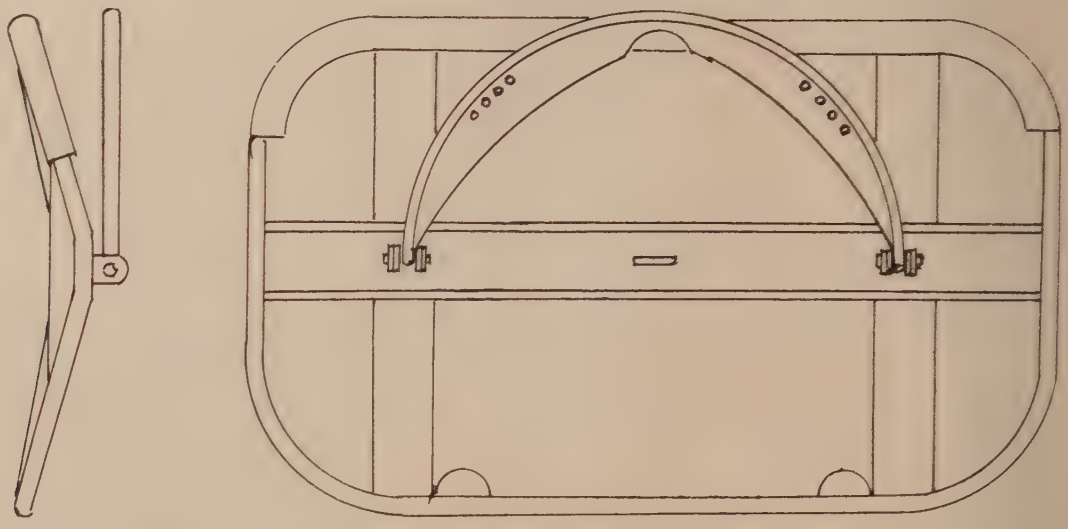
Size of the V-shape board varies with the use on different trawlers. For instance, a 40 square-foot design was first experimented on M. V. *Pahau* by the designer while a 28 sq.-ft. design was later experimented on a smaller vessel, the M. V. *Yung Ja*, both with equally satisfactory results.

Pahau is a 280-ton steel hulled craft with 550 hp., dragging on one side after the Atlantic manner. She fishes 40 sq. ft. doors on a trawl 500 meshes of 4½" around the breast, 110' headrope.

Yung Ja is 136 tons, steel, 240 hp., and works as a Pacific style stern dragger with 28 sq. ft. doors on a net with 400 meshes of 4½" and an 80' headrope.

Warp Attachment on the Loo Chi Hu trawl door permit close adjustment of its angle of attack, and also permit shifting the door from port to starboard in a minimum of time and effort.

I shall be glad to correspond with any person interested in more details of this trawl door design or its operation.



V-Section Trawl Door utilized in the fleet of the China Fisheries Co. with excellent results in productivity and trouble-free operation.

Tom Lazio Plant Is Handling Varied Line

Tom Lazio Fish Co., Eureka, Calif., has remodeled its 1-lb. packing room and cannery. A new ceiling and wall panels, and new fluorescent lighting fixtures have been installed.

The company packs 1-lb. frozen fillets under the "Shelter Cove" brand in Western Waxide and Marathon cartons.

Tom Lazio Fish Co. is also putting up smoked salmon in 10-lb. random pack. The individual packages are wrapped in cellophane.

With the addition of *Honey B.*, formerly out of Astoria, Ore., and *Mary Ann*, the Tom Lazio Fish Co. now has 17 draggers fishing for it.

New S. F. Crab Plant

Harbor Fisheries, Fisherman's Wharf, San Francisco, has opened a crab processing plant near the firm's receiving facilities at the foot of Hyde St.

At the present time 15 pickers are employed and the pack is put up in attractive lithographed 5-lb. cans. The design is red, white and blue, with a large red crab in the center. Brand name—"Harbor."

The vacuum packed cans are closed with an American Can Co. closing machine.

Japan Imports Salted Salmon Eggs From B.C.

Japan is importing 4,700 cases (net weight not available) of salted Chum salmon eggs from British Columbia. This represented a very large increase in quantity over the imports of the previous winter.

The eggs are said to be a New Year's specialty in the Japanese trade.

Ten companies were said to be participating in the trade, with Nippon Reizo K.K. the largest factor. Other houses handling the goods include Mitsu Bussan K.K. and Tokyo Shokuhin K.K.

Port Moller Reel Type gillnet boat in the Bryant's Super-Highliner model. Several of this specialized reel boat are included among the 75 Alaska 32′ gillnetters already on order from Bryant's.

Specialized Reel Gillnetters Are Building for Port Moller

● There's a swing toward reel-type gillnetters in the Bering Sea coast of Alaska — notably Port Moller, *not* Bristol Bay.

This is evident in the specifications for a number of the 75 gillnetters which Bryant's Marina, Seattle, is building this year for the area. Fishing conditions at Port Moller and perhaps some of the other fisheries along the upper side of the Alaska Peninsula lend themselves to the use of the gillnet reel, but Bristol Bay fishermen don't seem to think the gear has a place there.

Bryant's sales of its "Super-Highliners" are running at an all-time high, reports Dick Taylor, boat yard superintendent.

The Super Highliner, measuring 32′ in length with a 10′9″ beam, is developed especially for Alaska fishing waters and, because of its demonstrated seaworthiness, is increasingly popular in the Bristol Bay fleet. Designed with a generously flared bow section, the Highliner is noted as a dry-riding craft. The raked transom affords maximum lift in a following sea. With the propeller well forward, there is maximum net clearance and aft controls assure easy positive handling.

Rugged construction throughout includes 1⅛″ net planking on 2¼″x 1⅜″ frames on 9-inch centers. Keel, stem and stern posts are of heavy hardwood with an athwartship stiffener of 3″x5″ fir.

A wide choice of options on depth finders and radio telephone equipment is available to satisfy the requirements of the individual owner.

The engine specified by the majority of the owners is the 225-hp. Chrysler M81 Imperial with a 2.57 to 1 reduction gear and 21x19 propeller. Luke Zankich, sales manager of the Chrysler Engine Center of N C Marine, Seattle, supplier of the engines, observed that the outstanding performance, reliability and convenient, dependable N C Chrysler parts and service facilities in the North offer a combination that matches perfectly the requirements of the Super Highliner.

Bryants reported production in December at a rate of two boats per week, but early in the new year, it is anticipated that they will be turning out Super Highliners at a rate of one a day.

Art Erwin, Kindly Fisherman, Dies Suddenly

Moss Landing is saddened by the recent death of a well known fisherman, Art Erwin.

Art and George Van Syckel, working on the *Inez D.*, had completed setting out their crab pots for the opening of the commercial season. Having returned to port, the two men purchased gear in the marine store and had boarded their boat when a heart attack proved fatal to the veteran fisherman.

Known for his kindness to young fishermen, he will be missed by many friends in the fleet.

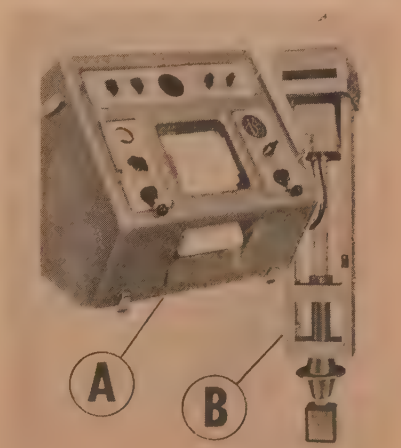
Tuna Seiners Install Asdic Fish Detectors

S. O. "Ted" Jules, sales manager for Viking Equipment Co., Seattle, reported early in January that the latest model Simrad Asdic, horizontal and vertical Fish Detector Model 150-4 is being installed on the sardine and tuna seiner *Sea Pride*, owned by Star-Kist Foods, Inc. The installation was being made early in January while *Sea Pride* was in drydock at the Harbor Boat Co., Terminal Island, Calif.

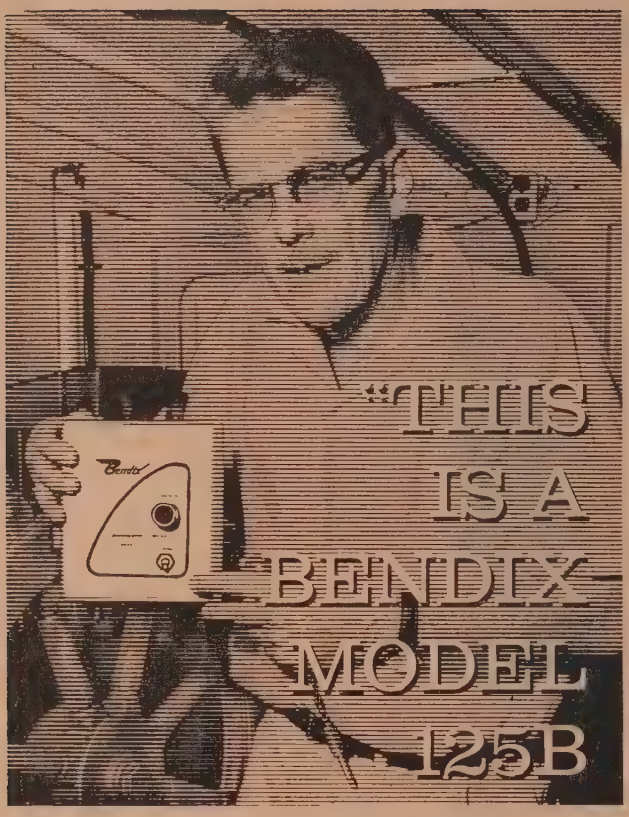
Also in January at San Diego the tuna seiner *West Point* will be fitted with a Simrad Model 580-4. She is operated by Capt. Carl Hanken of San Diego.

Sea Pride is the first of the numerous Star-Kist fleet to have this advanced Simrad model installation, which is expected to increase the vessel's catch and shorten its trips substantially. Additional Star-Kist vessels are expected to be outfitted with the same new asdic equipment later in the season.

An early Simrad, Model 513-2, the white-line vertical recorder, was installed on the San Pedro seiner *Jo Ann*, and has been in use throughout the past year with excellent results. Prior to the installation of the Simrad fish detection equipment, the *Jo Ann* required four to five weeks for trips, port-to-port. During the past year some trips have been made in 10 days, port-to-port, and delivering a full load.



Sea Pride's new Simrad Asdic and Zonar recording sounder. "A" is the Model 580-4 control cabinet; and "B" is the electrically operated hull unit, with automatic scanning through 180° and manual scanning for the full circle.



AUTOMATIC PILOT

... that will soon be my most valuable hand ... a 'round-the-clock' helmsman that never tires ... doesn't know how to deviate from the course I select."

Jack West ... a leading West Coast boating authority; a founder of Benrad, Inc. (distributors of Bendix marine electronic equipment); and an ardent boat owner ... made this statement the other day aboard his cruiser, the Monsoon II.

The model 125B thoroughly satisfies the needs of both pleasure and commercial boat owners wanting a simple, maintenance free, hunting-type unit with all the top performance advantages of larger boat pilots. Three units comprise the Bendix model 125B automatic pilot system: the binnacle, the steering motor, and the pilot house unit that includes a weather sensitivity control. A remote course-changing and dodging accessory is available.

Today there are more Bendix automatic pilots in active service than all other makes combined. Now ... with 25 years of experience in building automatic pilots and the Bendix reputation as a builder of the most complete line of marine electronic products ... won't you consider a model 125B for your boat? The price is $425.00.

Write today for additional information on the model 125B; also available is the non-hunting Model 14..

Bendix-Pacific Division
MARINE DEPARTMENT
NORTH HOLLYWOOD, CALIFORNIA

THE Bendix CORPORATION

"Jack" Silvers Given For School Lunches

Oregon Fish Commission drew some fire from misinformed sportsmen recently when it gave a considerable number of "jack" Silvers from the Alsea River to state institutions and school lunch programs.

The critics were silenced by the explanation that the runty and precocious males were not wanted for spawning and should be prevented from passing to the spawning beds.

The exceptional number of Silver "Jacks" reported on Oregon coast streams this fall gives some hope that they are a quantitative indication of an excellent year class to be expected in 1961.

Hawaii's Fish Landings Register Moderate Gain

Commercial fish landings in Hawaii during the fiscal year ending with June, 1960, amounted to 14,266,795 lbs., an increase of 8.3% over the 1959 fiscal year, according to the Bank of Hawaii's authoritative "Review of Business and Economic Conditions", prepared by James H. Shoemaker, its Director of Business Research.

Mr. Shoemaker goes on to say: "The value of the catch rose 5.4% to $2,994,033. These increases are due largely to the aku (Skipjack) catch, which rose 16.0% in weight and 14.0% in value."

Supplementing the Hawaiian *landings,* tuna canning at Honolulu received additional supplies of frozen tuna from other areas, permitting more constant operations and at a higher level than would be possible in depending altogether upon local catches.

Regal Plans Extensive Moss Landing Development

The Regal Seafood Co., Monterey, recently applied for a permit to construct a 274' bulkhead and quay in Moss Landing Harbor.

Howard Low, managing partner of the wholesale fish company, said the purpose of the bulkhead is to keep the shoreline from disappearing. The company maintains a receiving plant at Moss Landing. Its main plant is in Monterey.

California Trollers Sold

The 32' troller *Lancia* has been sold to Jack Babb of Watsonville by K. W. Blaylock of Salinas. Engine on the boat is a Gray Marine. Toni Ferranti has sold his 28' Monterey clipper *St. Jude* to James Baker. The boat has cedar planking, oak ribs and a Hicks 1-cyl. engine.

Albacore Seining Lacks Attractions for Hanken

● Seining for Albacore may be profitable under good fishing conditions, but the experimental trip undertaken by the seiner *West Point* was a disappointment, according to Capt. Carl Hanken, skipper of the *West Point*.

West Point made a six-weeks' trip to Northern waters, cruising as far north as Astoria, Ore., and finishing off with the last 10 days off Cape Mendocino, Calif., Capt. Hanken told *Pacific Fisherman*. During the trip, the crew made 25 sets, compared with an average of about 20 sets per trip when fishing for other species of tuna. According to Capt. Hanken, he has made as few as 10 sets during a trip, and the highest number of sets per trip was made on the recent Albacore cruise.

According to Capt. Hanken, the failure of Albacore seining was due to a combination of the weather and the habits of the Albacore.

Early in the season, he said, when the weather was good, the fish were not schooling solidly, nor moving in such a way as to make them catchable with a purse net. Later in the season, when Albacore began to school in large, solid schools, the weather got so rough it was impossible to fish them, Capt. Hanken said.

Some of the early season schools looked promising from the surface, but when the net was set they turned out to be good for only half a ton up to four, five or six tons.

Albacore, as every fisherman knows, are always hungry, and they move fast. These two traits make them hard to catch with a net. They stay in one place only as long as there is food there for them. When the food is gone, they sound deeply, and more than once by the time the net was set the fish had sounded and escaped through the bottom, Capt. Hanken said.

The biggest Albacore haul made during *West Point's* experimental trip, Capt. Hanken said, was about 10 tons. Considerable Bluefin was taken also during the trip, and the biggest single haul of Bluefin was about 50 tons. Total for the trip was 40 tons of Albacore and 90 tons of Bluefin. Dollar-wise, this represents a good deal smaller return than the vessel would have made on a normal trip with a normal load of Yellowfin and Skipjack.

Going on his own experience last season, Capt. Hanken is at this writing fairly sure he won't try seining Albacore again next season. But he feels that his experiment, though a loss for him and his crew, was beneficial to fishermen generally. From his experience, he says, other fishermen can learn, without loss, what problems and difficulties are involved in trying to catch Albacore with a net.

Capt. Hanken feels that Albacore are not for seining, and unless there is a change in late-season weather, he won't repeat the experiment next season. One thing he is glad of, he says: His poor experience is good news for many skippers of jig-boats, who were beginning to have fears that if the big seiners got into the Albacore fishery, the smaller bait-boats and jig-boats would suffer.

38 Years a Fisherman, Paul Fiamengo Dies

Paul Fiamengo, who made his living in commercial fishing since 1914 when he first came to San Pedro, Calif., died last month at age 73.

Mr. Fiamengo was skipper of the seiner *Johnny Boy* when he retired eight years ago. He had been a fisherman ever since his arrival in California from Komiza, Yugoslavia, where he was born.

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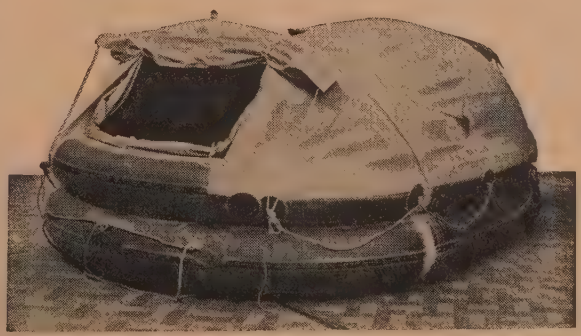

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2. Saved lives (115 to August, 1960)
3. Double canopy and floor, insulation against cold.
4. The only certified inspection service for Elliot in Washington, Oregon and Alaska.

Nordby is authorized to help you make sure your liferaft will be ready when you need it.

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NORDBY SUPPLY COMPANY
Fisherman's Dock Seattle 99 AT 2-9607

A Fishermen's Leader Writes About Imports

By GEORGE JOHANSEN

● The fishing industry is one among many which are in a serious position because of foreign importations. More than most other industries, our industry has been subject to ever-increasing imports of foreign products, and that has gradually eliminated American fishermen from American markets.

During 1959, United States foreign trade in fishery products was valued at $411,000,000. Imports were valued at $367,000,000, which was an increase of 12% over 1958. United States exports of fishery products during 1959 totaled $44,000,000. While the United States fishing industry was petitioning Congress for legislation to provide some protection for American fsihermen, our trade policy produced a nest egg of $323,000,000 in favor of fishery products from foreign nations. The figures for 1960 are not available as yet, but there is little doubt but that they will show further increases in foreign imports.

It all adds up to the fact that we must plan, and plan seriously, for the years ahead if we intend to maintain employment for American workers. There must be a re-examination as to foreign aid, and those countries able to help themselves should not be assisted at the expense of the United States economy.

The power to deal with tariff and trade should be transferred back to Congress where it belongs. A committee should be designated to study our foreign trade policy, and its findings should be the basis of corrective legislation. We are not opposed to reciprocal trade—we are opposed to a trade policy which destroys domestic industries. The economic need of the United States should have priority over other matters because only with our own house in order can we provide leadership to maintain an orderly world.

NOTE — Mr. Johansen is secretary-treasurer and spokesman for the Alaska Fishermen's Union. The short article here reproduced actually first appeared as the concluding paragraphs of a letter which Mr. Johansen addressed to Washington's congressional delegation just before Christmas.

Norwegians Successfully Apply Horizontal Scanning; Technique Starting in U.S., Rhea Reports

● Horizontal scanning by radar to locate schools of fish is now as common among Norwegian fishermen as depth-sounding is with us.

The Government of Norway recognizes the importance of its fishing industry, and the help and support that Norwegian fishermen get from their government is something for the US industry to envy.

Norwegian fishermen put a high value on US-made equipment because of its recognized high quality;

The Norwegian National Fisheries Fair, held last fall in Bergen, was the greatest show of fishing equipment and methods in recent years.

These were some of the impressions brought back from Norway and many other lands visited during an extended tour of Europe and the US by Walter P. Rhea, manager of the marine department of Bendix Pacific, makers of electronic navigation equipment, North Hollywood, Calif.

Mr. Rhea's own company, he said, is getting ready to put into the market a new type of horizontal fish-finder that registers on a screen, like radar. The equipment now being used by Norwegian fishermen is a recording type, and the indications on the recorder have to be interpreted to be understood. This requires Norwegian fishermen to take a course of study in reading and interpreting the symbols, study which will be unnecessary with the new screen-recording equipment, Mr. Rhea told *Pacific Fisherman*.

The effective range of the equipment now in use, Mr. Rhea said, is around 1000 yards.

According to Mr. Rhea's view, one of the great highlights of his stay in Bergen was a visit to the new Fisheries Research Laboratory, a nine-story building fully staffed with scientists and supported by the Government. Among other wonders, the laboratory has huge tanks in which ocean conditions of temperature, salinity, etc., can be artificially created, to observe the effects on fish. The tanks are deep enough, Mr. Rhea said, to make it possible to create bands of water of various temperatures, to observe the movement, if any, of the fish from one area to another.

At the Laboratory, Mr. Rhea renewed his friendship with Dr. Gunnar Rollefsen, director. The big problem at the laboratory, Mr. Rhea said, was forecasting fish locations. Norway has so far done virtually no practical work in electronic attracting or catching fish.

At the fisheries fair, Mr. Rhea said, very few American manufacturers exhibited. Japanese manufacturers, also, were few and far between, but Japanese observers swarmed through the exhibits taking pictures and notes. English exhibitors were among the most numerous and most active. Some of them had demonstration vessels in the harbor, giving visitors highly effective "show-me" sales talks.

European fishermen generally, Mr. Rhea said, seem to be good potential customers for radio telephone equipment and, indeed, for all types of electronic fishing aids.

Helpless Man Drifts 30 Hours at Sea

Adolph Schnaubelt, Fort Bragg, skipper of the salmon troller *Kate-He*, was stricken in his boat which had drifted in the ocean for 30 hours before it was sighted by another fisherman.

Mr. Schnaubelt became severely ill a few hours after leaving Bodega Bay. He shut his engine off and drifted along the coast, hoping that someone would realize his plight. After 30 hours a 95′ Coast Guard cutter commanded by Lt. James Costich came alongside five miles southwest of Mile Rock, just outside the Golden Gate.

A fisherman on a passing boat had radioed the Coast Guard that the *Kate-He* was not proceeding under power.

This MURPHY DIESEL has powered the NOYO STAR for 13 years

"Noyo Star has had the same crew and the same engine for 13 years of busy operation," says Manuel Figuerido, skipper-owner of the successful salmon fisher and drag boat out of Ft. Bragg, California, "and we wouldn't trade our Murphy Diesel for anything. It is economical, dependable, idles well or gives us 10 knots at 1200 rpm. We take care of this engine but we don't baby it. It gets about 300 hours per month of operation during the fishing season, giving us good fuel economy and a lot of confidence about getting back in." Bob Silvera and Jack Kostick, crew members for 13 years, are as enthusiastic about the Murphy Diesel as Figuerido. "We never have any worry about engine trouble," they say.

Before you power or repower your boat, ask Murphy owners in your waters about the advantages Murphy Diesel power can give you. Then ask your Murphy Diesel Dealer to explain the features that make Murphy Diesels top preference with so many successful fishermen.

Installed as original equipment in the Noyo Star 13 years ago, the Murphy Diesel develops 150 continuous hp at 1200 rpm, and uses 2:1 reduction and reverse gears.

MURPHY DIESEL COMPANY

5385 W. Burnham St.
Milwaukee 19, Wisconsin

Propulsion engines 105 to 315 hp; marine auxiliaries from 105 to 320 hp; marine type generator sets from 60 to 227 kw.

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NORTHERN ENGINE & EQUIPMENT (B.C.) LTD.
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FOR SALE: Complete sardine, mackerel and anchovy canning plant. Capacity 2,500 cases daily. 10 ton reduction plant. A1 condition. Write Box 191, PACIFIC FISHERMAN, 71 Columbia St., Seattle 4, Wash.

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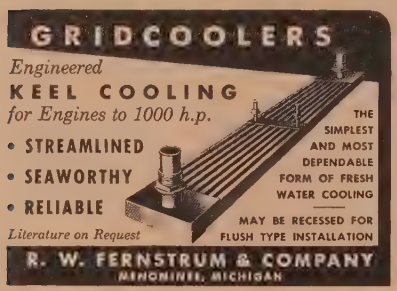

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Oregon Crab Seasons Changed Provisionally

Offshore commercial crab fishing seasons were changed in December by the Oregon Fish Commission, applicable in 1961.

Season for the area between the Columbia River and Cascade Head (Area I) was changed from a December 15 opening to a January 1 opening. Closure remains at September 15.

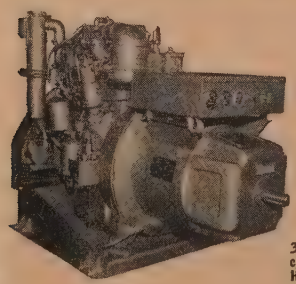
For Area II, Cascade Head south to the California border, the season opening date was changed from November 15 to December 1 with closure remaining August 15. The Columbia River estauary will be subject to seasons as set for the offshore crab fishery in Area I. Formerly the estuary was open during the entire year, as are all other Oregon bays.

It was pointed out that the crab season proposals are contingent upon Washington adopting similar regulations to conform with the season in Area I. If similar regulations are not adopted by Washington in 1961, the Oregon seasons will remain as they are.

In a report to the Commission on the crab fishery, the Commission staff advised that neither season change would have any significant effect on the total number of crabs harvested annually but that a later opening and the same closing date would in general provide for better utilization of the resource by the harvesting of crabs in better condition, particularly at the beginning of the season.

John Mardesich Passes

John Andrew Mardesich, retired owner of the tunaboat *Venus*, and a fishermen of 48 years' standing, died at San Pedro recently. He was 68, and born in Komiza, now in Yugoslavia. Among his survivors is Margaret Zuanich, whose husband Larry is skipper of the *Sun King*, first big tuna seiner to fish regularly in Peruvian water from a Peruvian home port.



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California Gillnetters Build Bristol Bay Boats

A number of San Francisco Bay area men are having Bryant's Marina, Seattle, build them 32' gill netters for use next season on Bristol Bay. The boats will be powered with Chrysler M81 marine engines.

The men are: Joe Aiello, and Nino Belleci, Pittsburg; Peter Busalacchi and Ray Spina, San Francisco; and Virgilio Del Zompo, Walnut Grove.

In Pittsburg, Guy Ventrice, Tommy Derone, Joe Flores, Vincent Aiello, and Victor Cattolico, are having Seeno Boat Works build them 32' gill netters for Bristol Bay. Four of these boats will be powered with Chrysler M81 marine engines purchased from Boicelli & Mercury, Fishermen's Wharf, San Francisco, and Mr. Gattloico's boat will be powered with a 165-hp. Graymarine engine, purchased from Hall-Young Co., Fishermen's Wharf, San Francisco.

Raymond Magiulo, and Mike La-Torre, both of San Francisco, have purchased four cyl. Tasco Ford diesel marine engines to repower their hook-and-line boats. The engines were purchased from and installed bv Boicelli & Mercury, Fishermen's Wharf.

Four Men Lose Lives With "Two Brothers"

Four Monterey fishermen lost their lives when the 42' trawler *Two Brothers* went on the Pt. Pinos rocks at the entrance to Monterey harbor last month.

There were no survivors. The dead are the skipper, Pietro Grillo, 21; John Cracchiolo; Jasper Ciaramitaro, and Giuseppe D'AQuanno, 51.

The afternoon before the tragedy Mr. Grillo radioed the Monterey Fish Co.: "We have about two tons of rock fish aboard and are planning on making another set." At that time the boat was at Pigeon Point some miles north of Monterev. Later on he radioed: "We should be in about 3 a.m." Nothing more was heard from him.

The *Two Brothers,* running in a heavy fog, apparentlv crashed into the jagged rocks of Pt. Pinos about 2 a.m.

The wreck was discovered by a Coast Guardsman stationed at the Pt. Pinos Light Station at 9:10 a.m. that morning.

Whale Killer Ships Gear For Trawling

The whale killer boat *Dennis Gayle,* owned by Gib Hunter, Eureka, president of Eureka Fisheries, Inc., is being rigged up with a trawl drum for trawling during the off season. Bill Bartow, skipper, is not only a whaler but also a trawlerman.

Longviewers on Bristol Bay—Three fishermen from Longview, Wash., pause for a moment on the Naknek. Carl Forsberg, center, is a Columbia River boat owner and fisherman, beer distributor and bank director. This year one of his boats went to Bristol Bay to fish for Columbia River Packers Association with his brother, Claire Forsberg, left, and Alex Dixon of Longview working it. In mid-season Carl couldn't stand it any longer and went up to see how the boat-share was doin'. He seemed satisfied, as were most fishermen on Bristol Bay this summer.

Columbia River Whaling Venture Seeks Mink Food

● Whaling will be undertaken out of the Columbia River next spring in a combined venture of Oregon Fur Producers, Bioproducts, Inc., and Capt. Eben Parker of the 95' trawler *Tom and Al.*

The vessel was equipped for whaling by Astoria Marine Construction Co.

This is believed to be the first time whaling has been undertaken out of an Oregon port, although Lew and Clark gave the name Ecola (*ek'ola* is "whale" in the Chinook tongue) to a coastal point near Tillamook Head where the natives were using a washed-ashore whale.

Whales killed by the *Tom and Al* will be towed to the Bioproducts, Inc., plant at Hammond, Ore., just inside the Columbia River entrance. There the prime meat will be frozen for feeding fur-bearing animals. The Bioproducts plant is being equipped to reduce the remainder of the whale to produce oil, whale and bone meal.

In recent years there has been a revival of whaling out of San Francisco Bay, where the industry has become economically attractive because of the local market for pet food.

British Columbia Packers, Ltd., until this year have operated a whaling station at Coal Harbour, Vancouver Island continuously since World War II, finding one of the most productive markets for whale products in supplying meat to fur farmers and pet food manufacturers. The plant did not operate this year because of the extremely low world market for whale meal.

B. C. Bruno Passes

Bartolo C. "B.C." Bruno, 86, welll known in the central California fish business, died in Pittsburg, Calif., last month.

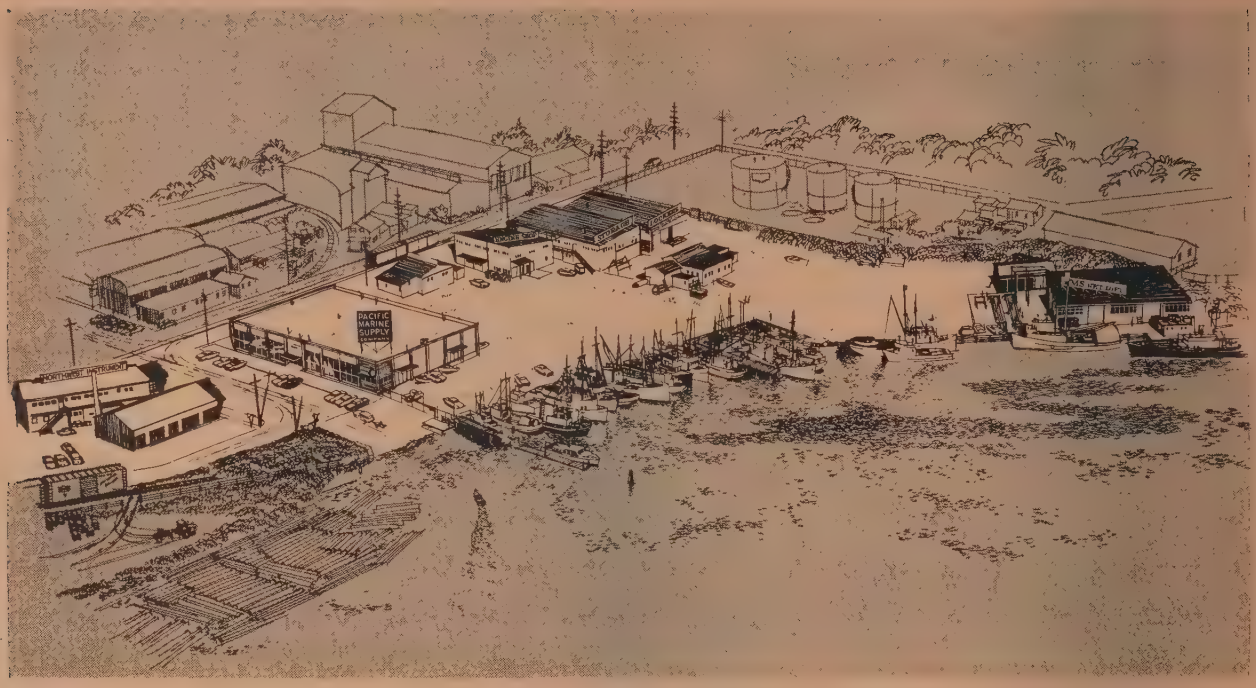
Mr. Bruno came to Pittsburg from Italy as a lad of 17. He was engaged in commercial fishing for many years in local and Alaskan waters, later establishing a grocery and marine supply business. In addition he maintained until his last illness a boat chartering and water taxi business, and purchased fish for shipping all over the country.

He established the first Pittsburg boat harbor and was instrumental in planning three others.

Gramson Wins Again

Harold Gramson, manager of the San Juan Fishing & Packing Co. operations on the Columbia River, was the only incumbent Warrenton, Ore., councilman to be re-elected at the November election.

He has served several terms.



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HAVE MOVED

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(Northeast of Ballard Bridge)

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All fishing supply sales, storage lockers, loading and unloading, and engine sales and service will operate here. A new net loft, and a new net treatment shed has been built to give you better service.

New Products Too!

Several new marine items have been added to our stocks . . . including a new better type of netting shown for the first time!

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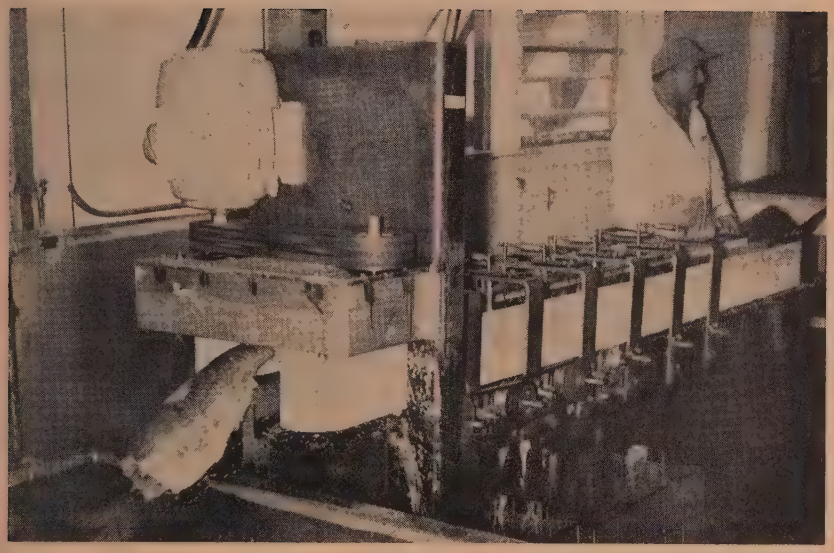

Erickson Dresser, a salmon-size high speed machine which slits, eviscerates and slimes salmon at high speed and with so little damage that they can pass directly to the freezer when that outlet is more profitable than canning. The machine is shown in operation in the Seattle cannery of Petersburg Processors, Inc.

Salmon Dressing Machine Feature of New Cannery

● Petersburg Processors, Inc., operating a salmon cannery at Petersburg, Alaska, expanded into the Puget Sound field this fall with a small cannery located on the Lake Washington Ship Canal just west of the north end of the Ballard Bridge.

There the principals of the company, A. L. Rogers, Eilert Holbeck and Raymond C. Wood, all experienced cannerymen, have established a compact cannery on the dock of the Lyle Branchflower enterprises.

First operation was in the late fall, custom canning Chums from British Columbia in 4-lb. tins.

Most interesting item in the plant equipment was the salmon dressing machine invented by Monrad Erickson of Seattle and handled by the Northland Distributing Co., Seattle. This machine attracted a steady stream of visitors to the plant during the fall period of operations. As employed there, the machine took the fish after the heads, tails and fins had been removed. Fed head-end first and back up into the Erickson dresser, the fish are carried through as rapidly as they can be fed to the machine.

Carried between two spring-loaded vertical neoprene belts, the fish have their bellies slit and the viscera removed with negligible damage to the flesh of the poke. Necessity for slimming is entirely eliminated.

In the Petersburg Processors fall operations, the fish were then cut to 4-lb. can height on a Pacific slicer, hand-filled and the cans evacuated and closed on a Rooney combination seamer which is adjustable to virtually all standard salmon cans.

The plant is also equipped with a Continental Can Co. rotary filler and American Can Co. vacuum seamer for 1-lb. talls.

The Erickson dresser actually is an enlarged adaptation of an earlier machine introduced from Europe about a year ago for dressing herring, smelt, sardines and other small fish. This machine was seen in operation at the Copenhagen, Denmark, world fisheries fair of 1960 and reported upon by *Pacific Fisherman* early this year.

Utilizing an Iron Chink loaned by Wards Cove Packing Co., Mr. Erickson is experimenting this winter with the possibility of utilizing the dresser in connection with the Chink in such a way that the headed, finned and tailed fish would be delivered head-first and belly-down to the dresser for completion of butchering.

Points made for the dressing machine include:

Increased recovery; elimination of virtually all sliming; no heavy abrading of the belly walls; light weight, low power demand; compactness and relatively low cost.

● As for Petersburg Processors, their Puget Sound plans are quite flexible, and basically provide an extension of the Alaska enterprise. The plant is available for handling fish on the company's own account or a custom basis.

Beside the canning facilities, the plant has available in immediate connection the cold storage of the Halibut Producers Cooperative, together with its crushed ice supplies; and thus may be used for preparing either fresh or frozen fish, if that proves desirable.

Einar Beyer, Nopro Founder, Dies at 90

Einar Beyer for more than 40 years occupied an outstanding position in the Pacific mild cured salmon business, and in the export of Pacific fish products to northern Europe.

He died early in December at the age of 90, only three years after he retired from active business as the head of Northern Products Corporation, which he founded, and which continues actively under the ownership of Robert Dignon in the course he laid for it.

For a number of years prior to his retirement Mr. Beyer made his headquarters in New York City, where he personally supervised the domestic distribution of the company's goods in the frozen and cured fish trade of the North Atlantic area. Subsequently he made his home in Seattle, where his nephew, Haakon B. Friele, is president of Nakat Packing Corporation.

Mr. Beyer came to Seattle from Norway in 1914, and was continuously in the fish business from that time, engaging for a time in Southeast Alaska salmon canning, but devoting himself largely to the export of mild cured and frozen salmon and the domestic distribution of these commodities, cured herring, and other cured fish.

For a period of 15 years he was consul for Norway at Seattle, until he moved to New York following World War II.

Einar Beyer was a commanding figure in his field, as well as in person and personality.

Japanese Tuna Sale Involves 50,000 Cases

Japan's canned tuna sales for the calendar year closed in December with Sale No. 8, involving 20,000 cases of Albacore and 30,000 of Lightmeat. The last sale came as something of a surprise and evidently was decided upon in order to fill the full U. S. import quota at the lower tariff rate.

Canada's Fishing Limits Plans Moderate in Intent

● Earlier in the year reports from Ottawa indicated that the Canadian government was giving active consideration to the extension of the Canadian fishing limits to 12 miles.

"In Canada's case, an important consideration would be the effect of such action on good neighbors, and good customers, such as the U. S," states a bulletin from the Fisheries Council of Canada.

"While, therefore, note must be taken of the growing acceptance of a greater limit than three miles as a protection, particularly, to a nation's fishery resources, it would not be in character for us to impose such a limit without prior consultation and preferably prior agreement with the nations which would be most directly affected. It would not be done, lacking such agreement, without the fullest possible consideration of all possible alternatives.

"Canada, of course, like any other nation, can take unilateral action. Failing other satisfactory solutions, the government might have to consider it on this basis. In this case, the government would undoubtedly have strong support from Canadian interests.

"What *has* happened recently is an indication from our government that, at the next session of Parliament, the Canadian law which keeps our large vessels 12 miles off the east coast mainland will be amended so as to place such Canadian fishing vessels on an equitable basis with foreign vessels fishing in that area."

Burridge Heads Canadian Fish Culture Activities

E. W. Burridge has been appointed chief of the fish culture development branch, Canadian Department of Fisheries, according to announcement by George R. Clark, deputy minister. He succeeds W. R. Hourston, recently named director of fisheries for the Pacific area at Vancouver, following retirement of A. J. Whitmore.

E. W. BURRIDGE

Mr. Burridge, 37, is a native of Vancouver and he graduated in biology from the University of B. C. in 1949. While a student he worked for two summers in the northern part of the province for the Fisheries Research Board and after graduating joined the department, which he served at Nanaimo for seven years until going to Ottawa as divisional biologist.

Vancouver Island Fisheries To Benefit from Treaty

Agreement between the U. S. and Canada on the general plan for developing the hydro-electric potential of the Columbia River, announced recently, not only lessens the danger of interfering with the salmon-rich Fraser but probably eliminates the possibility of costly dam construction on Vancouver Island which might have imperilled valuable salmon runs.

The B. C. Power Commission had proposed a series of dams and diversions on the Stamp River, Great Central and Sproat Lakes north of Alberni on Vancouver Island which would have called for an expenditure of some $20,000,000, and the Fisheries Department was involved in the negotiations in view of the salmon and game fish resources that would be affected.

The fisheries group strongly opposed the proposed building of a dam at the outlet of Sproat, and the whole project was in abeyance. If the Columbia agreement is ratified by Congress and the House of Commons and the program is carried out as planned, there will be a abundance of waterpower for the lower mainland area and Vancouver Island (by submarine transmission lines) to meet requirements for a good many years, without the necessity of tapping additional new sources of power on the island.

TWIN DISC MARINE GEARS keep maintenance *in the boat!*

It's not by chance that Twin Disc Hydraulic Marine Gears are so easy to service. They're designed that way by Twin Disc engineers.

Take clutches, for example. These can be removed without detaching the gear from the engine, making replacement of worn plates a simple matter. Wear is kept to a minimum too, since almost all the energy of the shift is absorbed in the oil that is pumped continuously through the clutch plates.

The hydraulic pump is serviced just as easily — it plugs into the clutch shaft and is held in place by four cap screws.

Add serviceability to the long list of Twin Disc performance features and you can understand why Twin Disc outsells all other marine gears in the 40 to 500 horsepower class.

TWIN DISC
Marine Gears

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

January, 1961

Southern California Domestic Tuna Deliveries

Cumulative totals for 1960 through Dec. 10, in tons, as reported by U. S. Market News Service.

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	15,566	...	20,177	23,488	...	54,514
Purse Seiners	104	5,439	6,753	65,789	200	75,739
Total 1960 through Dec. 10	15,670	5,439	26,930	89,277	200	130,253
Total 1959	14,684	7,233	59,474	52,281	1,001	134,673
Total 1958	12,633	15,160	61,438	61,192	2,161	152,584

SALMON CHOWDER
Just the Thing for Spring

● Sellers of salmon, with Reds about the only item still available on order, are inclined to enter the New Year thinking about salmon selling *next* season, and season *after* next.

In short, spring of 1961 looks like a time for cultivation, of plowing the ground and sowing the seed which will ripen into a crop of crisp orders in the early fall, and with continuing harvest in future sales years.

Canned Salmon Institute, the product promotion arm of the Association of Pacific Fisheries, has arranged a spring project in cooperation with National Biscuit Co. This is the second promotional undertaking of the sales year. It will feature Salmon Chowder with Saltines — Nabisco Saltines, of course.

On balance, chowder would seem to one who specializes in eating salmon as a better base for promotion than some of the cooperative consumer cultivation masterpieces which have come out of the test kitchens in the past.

Be that as it may, the spring promotion, timed for March, will include full color advertisements in *Family Circle*, *Ebony* and *Women's Day*, plus others in the food trade press. The recipe also will be featured in the Nabisco national TV program during March, the Lenten month.

At the first of the year sales managers close to the CSI program were urging their brokers, customers and distributive connections to join with the Nabisco sales force in urging the retail trade to the most effective use of point-of-sale material and the timeliness of the promotion in interesting the consumer in the featured recipe, and also in the wide variety of attractive dishes to which canned salmon lends itself.

Leo Blank Honored

Leo P. Blank, vice-president, Stecher-Traung Lithograph Corp., San Francisco, has been elected vice-president of the Label Division, Lithographers Printers National Association.

The label division of LPNA is an association of the country's leading manufacturers of labels for cans, bottles and packages. Mr. Blank, and Ralph J. Wrenn, Stecher-Traung's president, have long been active in both LPNA and its label division.

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	25,550	5,250	25,011	101,029	200	157,040
San Diego	4,594	332	11,372	14,266	...	30,564
Total 1960 through Dec. 10	30,144	5,582	36,383	115,295	200	187,604
Total 1959	25,288	7,456	71,281	92,090	1,000	197,115
Total 1958	22,523	15,505	70,379	99,313	2,166	209,886

Gold Foil lithographed with the design in green and blue makes this Kayler-Dahl gift package more colorful than ever. It contains a dozen quarter-pound cans of Alaska sea food specialties.

Dooms Adds Lobster, Shrimp and Sticks Lines

Wm. O. Dooms Co., Oakland food broker, has been appointed northern California distributor for the Pictsweet line of frozen foods which include fish sticks and breaded shrimps.

The Dooms company also has the contract for sale of Mexican lobsters, fresh and frozen in northern California.

Alaska and Its King Crab Industry Offer New Movie

● A new 30-minute color sound film, "The King Crab Story", was recently completed by the Alaska Department of Fish and Game in collaboration with the Kodiak Chamber of Commerce and the king crab fishing industry of the Kodiak region.

Prints have been ordered for wide showings by the Kodiak Chamber of Commerce, Kadiak Fisheries Co., King Crab, Inc., Seattle Seafoods, Wakefield Fisheries Co., Pacific American Fisheries and San Juan Fishing and Packing Co. The films will be used nationally to tell the story of the king crab and to stimulate sales for the industry's products.

The theme of the film emphasizes the contribution the giant king crab has made to the prosperity of the Kodiak Island area. A very few years back the Island's fishing potential was limited to a few months of summer fishing for salmon and halibut. Now the king crab industry goes into full swing around September and booms along through the winter providing work for hundreds of fishermen at sea and workers in processing plants ashore. A half dozen processing plants operate around the Island for eight months of the year.

The film begins with historical references to Kodiak as Alaska's oldest community. The town was established when George Washington was President. A biological sequence shows the work being done by departmental research biologist Guy Powell in a program designed to keep the industry functioning on a sustained yield basis. For the first time a king crab shedding its shell is recorded on film.

Other scenes depict the fishing fleet during winter gales, processing plant operations showing the various ways the king crab is prepared for market.

The grand finale of the film is devoted to the annual King Crab Festival staged by the citizens of Kodiak during the month of May.

The aim of the film is triple barreled; further to acquaint Alaskans with a state region and resource, to create tourist interest in Alaska and the Kodiak area as well as to stimulate the economy of the king crab industry.

The film story is told by Roy Rickey, Regional Supervisor in the Commercial Fisheries Division at Kodiak, general supervision was handled by C. L. Anderson, Commissioner, with camera and sound recording by Amos Burg of the Education and Information Section.

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries. Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$ -25
Sockeye, quarters	-15
Alaska	
Red, talls	35 -37
Red, halves	23 -25
Pink, talls	27 -28
Pink, halves	15 -16
Pink, 4-lbs. (12)	(unavailable)
Med. Red, talls	31 -32
Med. Red, halves	19 -20
Med. Red, quarters	13 -14.00
Chum, summer, tall	24 -25
Chum, summer, halves	13 -14
Chum, fall, 4-lbs. (12	-25
Chinook, talls	-32
Columbia River	
Blueback, halves	26 -27
Blueback, quarters	14.50-15
Chinook, fancy, halves	26 -27
Chinook, fancy, quarters	14.75-15
Chinook, choice, halves	18.00-20.00
Chinook, choice, quarters	11.50-13.00
Silver, halves	-19.00
Silver, quarters	13.25-13.50
Tuna, Northwest Pack—	
Albacore, fcy, 7 oz.	11.00-12.50
Yellowfin, s/pack, 7 oz.	-10.50
Yellowfin, chunk, 6½ oz.	9.50- 9.85
Tuna, Columbia River Pack	
Albacore, fcy, 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	8.85- 9.15
Albacore, chunk, 6½ oz.	10.50-13.25
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	11.00
Canned Shrimp—	
Northwest: 4½ oz. wet pack	- 7.25
Alaska: Tiny (over 17 per oz.)	- 7.25
Small (10-17 per oz.)	- 8
Medium (6-9 per oz.)	-10
Canned Crab	
Dungeness, 24, 6½ oz.	13
Dungeness, 24, 3½ oz.	- 8.25
King, fcy., 7½ oz.	-32
King, std., 24, 6½ oz.	-15
King, std., 24, 7½ oz.	-16

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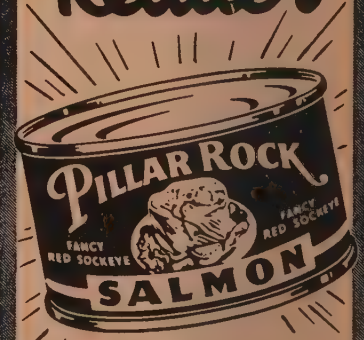

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

Tuna Salad Favorite With Armed Forces

Fish, as a food, still has an enormous selling job to do among America's young men, judging from its low rating in a survey on Food Preferences of Men in the Armed Forces, issued recently by Army Quartermaster Research and Engineering Command and prepared by the Quartermaster Food and Container Institute for the Armed Forces.

The survey, which covers 160 printed pages, with dozens of figures and tables, puts fish at the bottom of the list among "main dishes," and near the bottom among all kinds of foods. The only things soldiers like less than fish seem to be such things as asparagus, cabbage baked with cheese, and candied parsnips.

The soldiers' favorite among fish dishes is tuna salad according to the book. This ranked with creamed fresh beef on toast, and higher than liver and onion. Another well-liked fish dish is creamed tuna on biscuits. The soldiers seemed to prefer fish in combination dishes, whereas meat they like by itself. Salmon salad and salmon cakes don't do badly, but baked fish and codfish cakes are bottom fish on the soldier's preference list.

According to the survey, if you gave soldiers what they want to eat, the boys would live on bread, ice cream, fried chicken and roast turkey. They'd never taste a vegetable, and the most fish you could get down them would be a tuna salad now and then.

Markey Forms Own Firm

William B. Markey, one of the founders of Bentley-Markey, Inc., San Francisco sea food brokerage house, has disposed of his interest in that firm and has formed his own company William B. Markey & Associates, 25 California St., San Francisco, phone: YUkon 6-0704.

Bob Stephens, formerly western regional manager for SeaPak, is associated with the sales department of the new firm.

Mr. Markey had been with Bentley-Markey, Inc., for the past three and a half years, and before that was with Berelson, Inc.

ROBERT L. STIX, INC.
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Canadian fish packers were represented in the trade mission which went to the United Kingdom recently. One was **J. Norman Hyland,** vice president, sales, B. C. Packers, Ltd., shown here at right, with **R. W. Train,** of Macpherson, Train & Co., Ltd., representing B. C. Packers in the British market. He is, as might be expected, holding a can of B. C. Sockeye.

Japan Tuna Traders Set German Prices

Fifteen Japanese trading firms handling sales of canned tuna in oil to West Germany in December agreed upon prices to be realized in this trade as follows:

Skipjack and Yellowfin, in oil, cases of 48 cans: No. 2 size, $7.30 cif.; No. 3 size, $4.50.

Bigeye and Bluefin, similar specifications, $6.80 and $4.

In 1956 Japan's tuna trade with West Germany amounted to nearly 155,000 standard cases. By 1959 the business had grown to 415,000 cases, and West Germany had become Japan's leading market for tuna-in-oil.

Estimates on 1960 exports of tuna from Japan to West Germany were 450,000 cases.

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Westgate Moves Toward Complete Tuna Salad

Westgate California Corp. of San Diego, canners of Breast-O'-Chicken tuna, recently announced the purchase of Girard's Inc. of San Rafael, Calif., bottlers of salad dressings. So now housewives will be able to get their tuna and the dressing for the salad from the same manufacturer. Westgate also manufactures Purr cat food and Tunies, wieners made from tuna.

Girard's Inc. has for years produced a quality line of French, Italian and other types of salad dressings, and recently began to market a special bottling of salad oil.

Westgate is now completing a new, up-to-the-minute tuna cannery in San Diego. C. Arnholt Smith, president, announced that the Girard's plant would be moved down to San Diego during 1961.

Portland Fish Names Canned Sales Manager

W. F. "Bill" Reinhardt has been appointed sales manager of the canned seafood products of Portland Fish Company. Mr. Reinhardt has been in the food merchandising field for the past 30 years and the Portland Fish Company as well as their associated Companies covering Alaska, Washington, Oregon and California know that he can assist greatly in promotion and distribution of their products throughout the United States.

"All of our affiliated companies are working toward expanded production and distribution of canned tuna, salmon and specialty seafoods as well as fresh, frozen, salted and smoked fish," said Dudley Turnacliff, president of Portland Fish Co.

Aluminum or Stainless Required for Oysters

Federal regulations forbidding the use of galvanized containers for shipping oysters became effective Jan. 1, 1961.

Oyster Institute of North America indicates there is no possibility of extension beyond that date, and that only aluminum or stainless steel containers will be acceptable for oyster shipments after that date.

Max Berg Dies

Max Berg, who was identified with the fishing industry on the Columbia River for many years, died in Southern California late in October.

He was manager of the operations of the Klevenhusen Packing Co. for a number of years when that company was headed by Max Pudlich; and later managed the operations of the Del Mar Packing Co. at Warrenton, Ore.

He had been living at San Pedro for about 10 years.

California Imports of Frozen Tuna

Cumulative data in tons for 1960 through Dec. 10, and for other years to the nearest comparable date. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,891	260	9,310	417	11,878
San Pedro	12,330	8,641	24,572	126	45,669
San Diego	2,627	812	1,446	17	4,902
Total to Dec. 10	16,848	9,713	35,328	560	62,449
1959	12,817	12,109	48,362	223	73,511
1958	13,301	9,523	45,194	350	68,368

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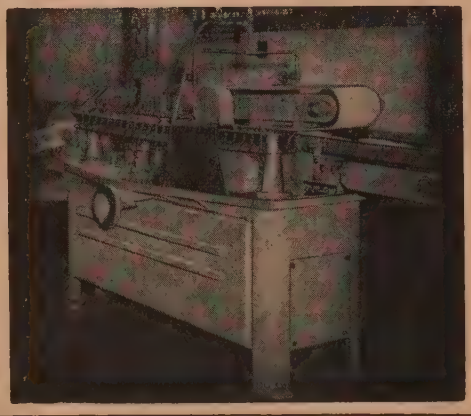

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

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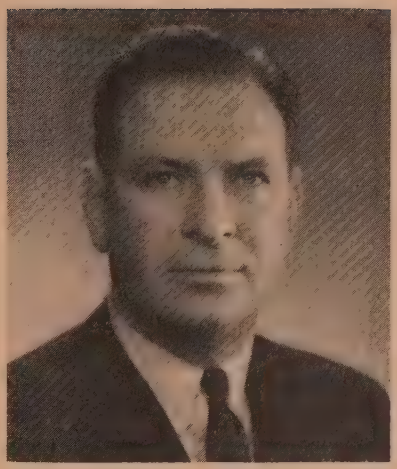
Vigorously Growing Vita Picks Aaron Gilman as its President



Aaron Gilman, new president of Vita Food Products, Inc., leader in world's fish specialties business.

● As part of the continuous vigorous expansion program calling for aggressive, dynamic, young leadership, directors of Vita Food Products, Inc., the world's largest importer, packer and processor of fish specialties, announces appointment of Aaron Gilman as president. The 40-year old former executive vice president succeeds Victor Heller, who will remain as chairman of the board.

Founded to import, process and package ready-to-serve pickled fish, Vita has enjoyed steady growth through the years and now is classified as the global leader in its field. In 1960, sales exceeded $20,000,000, which is more than double a decade ago.

This growth reflects the company's successful efforts to open new areas of distribution through major grocery chains and to strengthen its position in established markets. This broadening of Vita's distribution through the development of Vita departments in food chains has accelerated sales by placing the company's products before a far larger segment of the population.

Contributing to the company's expansion has been a series of recent acquisitions, including Mother's Food Products, Newark, N. J., packers of gefilte fish, borscht and sorrel soups, pickles and horse-radish products, in 1958. In mid-1960, the company acquired Hollander's, New York City, packers of pickled fish products in bulk, and the Belovsky & Granoff Corporation, Philadelphia, Pa., packers of smoked and pickled fish.

The board of directors has approved an extensive new plant expansion program to build the newest, most efficient and modern food processing plants with major technological improvements. The new plants will be located in Chicago, Philadelphia and Newark.

Currently, Vita employees total over 1,200 in plants in New York City; Brooklyn, N. Y.; Philadelphia, Pa.; Chestertown, Md.; Chicago; and Newark, N. J.

In August of 1956, the Securities and Exchange Commission approved Vita stock to be traded over the counter, and in January, 1959, this stock was listed on the American Stock Exchange. There are 428,913 shares of common stock outstanding.

Approximately 300 items make up Vita's extensive line of products including a wide variety of pickled and smoked fish, caviar, olives, maraschino cherries, pickles, salads and condiments, over and beyond their complete line of herring packed in jars.

Progressive and promotion-minded, President Gilman has been with Vita 15 years. He started in production in the Schnibbe Smoked Fish Division in Brooklyn and became a vice president

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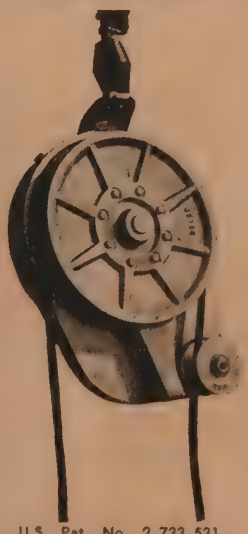

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of the company in 1948 and a director in 1953. He attended Hofstra College and New York University Law School, after which he spent five and a half years in the army where he rose to the rank of captain in the Signal Corps, specializing in Procurement and Contract Terminations.

Mr. Gilman's continuous search of the world's ports for sources of material to enhance the Vita line of products has taken him from Alaska round the world to the Caspian Sea ports of Iran.

He is vice president and director of Oceanic Fisheries, Seattle, Washington; Rainier Boat Company, Seattle, Washington; and Maywood Packing Company, Corning, California.

Mr. Gilman has served as chairman of the 1959 National Fisheries Institute Convention and also chairman of the N. F. I. Smoked and Cured Fish Committee and for many years was president of the Association of Smoked Fish Processors, Inc., as well as chairman of the Fish and Allied Division Red Cross Drive. Early this year, he was the recipient of an award for his part in the Fish and Allied Trade Division for the State of Israel Bond Drive.

Ronketti Manages Canco's Calif. Fish Can Plant

R. D. Ronketti, former plant manager at the American Can Company's factory in Vernon, Calif., has been named manager of the firm's fish-can plant in Wilmington, Calif., it is announced by R. B. Thompson, vice president in charge of manufacture.

Mr. Ronketti is a 31-year man with Canco. He has been plant manager in Vernon since 1958. Prior to that assignment, he served as manager of Canco's plants in Seattle and San Jose, Calif., following earlier duty as assistant plant manager at the company's plant in Oakland, Calif.

Ronketti succeeds F. C. Bishop as manager in Wilmington. The former Wilmington manager has been promoted to duties at the company's plant in San Francisco.

Washington Packing Plans New S.F. Tuna Plant

Washington Packing Corporation, well known tuna packers, located at Pier 92, San Francisco, for many years, has purchased the Rosenberg Rice Mill No. 2 on Islais Creek, about a mile from its present site, and will install a modern tuna cannery complete with cold storage.

The Rosenberg building contains 84,000-sq. ft. on two floor levels, and with two additional floors as part of the main structure, which is of reinforced concrete.

Work on the new cannery will start in February and will take six months to complete. This will be a new installation and will not require dismantling old facilities at Pier 92, company officials state.

High Seas King Crab Research by Alaska

King crab research on the high seas has been inaugurated in the Kodiak area, Clarence F. Pautzke, deputy commissioner of the Alaska Department of Fish and Game, reports. Previously all crab operations had been carried out mostly in bays along the shoreline.

Guy Powell, King crab research biologist, working aboard the Wakefield Fisheries processing ship *Deep Sea,* has been conducting his tagging operations 12 to 15 miles off the east side of Kodiak Island. Fishing vessels of the Wakefield fleet supplied the crabs.

Powell used a new type bayonet tag which will not carry through the moulting process, but can be very quickly attached to the crab. One man can tag 200 crabs an hour using this tag.

This deep sea tagging, if successful, may indicate the habits and migration patterns of the King crab on the off-shore banks.

During the tagging operation, Powell took measurements of hundreds of crabs for age-class studies.

Sidney R. Stern, newly appointed secretary of the Stern Can Co., Boston, represents the third generation of the Stern family in the management of the company currently celebrating its 60th anniversary. Other members in management posts are Harold Stern, president; David Stern, treasurer and general manager; Stuart Stern and Harvey Weiss, vice presidents.

Fishermen come from all over to pick up nets at U. S. Net & Twine Co.'s California factory at Long Beach. Among recent visitors at California's only net factory were **Jim Willis** (right) and **Earl Kunkel,** from Morro Bay, Calif. They made up trawl nets for use in Northern California waters. Picture shows the two fishermen with **Ben Ichiyasu** of U. S. Net & Twine, working in the company's newly-occupied warehouse in Long Beach.

B. C. Fish Men Oppose Auto Tariff Increase

British Columbia's commercial fishing industry is combatting a move by the Canadian automobile manufacturers for higher tariff protection against foreign cars.

The argument used by James Sinclair, president, Fisheries Association of B. C., in his plea before a royal commission dealing with the subject, is that increased tariffs would lead only to retaliation of the forced curtailment of overseas purchases of the province's fish products.

Appreciable curtailment of British imports of fish from B. C. at this time would be a serious blow to fishermen and packers, Mr. Sinclair's submission claims.

LINES and LEADERS

N C Marine's Manager Paul Salmon, center, signs up N C Marine as Northwest and Alaska "engine center" for Chrysler marine and industrial engines. Looking on are, left, Jack Lapp, district manager of Chrysler Corp. Marine and Industrial Engine Division, and Luke Zankich, right, Chrysler products sales manager for N C Marine.

Vilter Announces 12-Cylinder, Two-Stage VMC Compressor

Vilter Manufacturing Company has broadened its line of two-stage VMC compressors with the introduction of a 12-cylinder model to supplement its earlier introduced 6-cylinder unit.

With these two units, a range of from 6 through 40 tons of refrigeration is possible, depending upon operating conditions. Offered for direct-connected or V-belt drive, two-stage VMCs can be supplied for operation with ammonia, Refrigerant 12 and 22.

Ideal for a variety of applications, the two-stage VMC is especially suited for use where a processing function requires low temperature refrigeration and costs or floor limitations prevent selection of individual booster and high-stage compressors.

Edw. Renneburg Research Center Studies Reclamation Developments

To keep pace with the rapidly growing demand for product and pilot pre-testing, Edw. Renneburg & Sons has recently completed their new Research & Development Center. Located near their main plant in Baltimore, the new center includes a modern product testing laboratory and pilot plant facilities. Here, variables in blending, granulating, liquid extraction, drying, and calcining are solved. Variations in pilot dryer pre-testing are achieved by specially designed and constructed units that permit the rearrangement and modification of lifting and distributing flights, all handling systems, and air heating furnace to other working parts. The performance and results of any type of rotary and flash dryer can be duplicated at the Renneburg Research Development Center. Scale-up data and operational procedures are obtained and the best method of processing a product is recommended.

Self-contained, portable, semi-production pilot unit operations are available for purchase or rental for pre-test runs of materials at a customer's own plant site.

For fishermen, Apelco's new "flat-pack" cabinet is specially designed to fit most boats, as well as to stand the rugged demands of fishing service. Here is the new AE-50M model, 55 watts input, a fisherman's favorite.

Columbian Bronze Appoints Seattle Firm Region Distributor

White Diesel Engine Company of Seattle, Wash., has been appointed warehouse distributor for Columbian Bronze propellers and marine accessories in the Northwest, it is announced by Leo P. Traeger, Columbian sales manager.

The Seattle firm will sell the complete line of Columbia inboard and outboard propellers, as well as the marine communication, navigation, and safety devices of Columbian's electronics products division, Columbian Hydrosonics, Inc.

Columbian Bronze Corp., long one of the most respected names in the marine industry, marked its entry into the electronics field recently with the introduction of the Aqua-Probe, a precision-made, all transistor depth and fish finder, priced at $99.50.

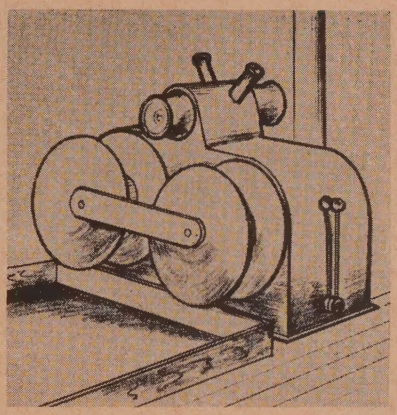
Mr. Traeger said that the addition of the White Diesel Engine Company to the "Columbian family will enable us to serve dealers in the Northwest better than we ever have before."

White Diesel Division Wins Graymarine N. W. Distributorship

Appointment of White Diesel Engine Division as Graymarine distributor for the Pacific Northwest, including the states of Washington, Oregon, and Alaska, has been announced by P. C. Chamberlain, president of Gray Marine Motor Company.

The White Diesel Engine Division operates branches throughout the country. Those affected by the announcement are located in Seattle, Portland, Astoria, and Ketchikan.

"In this important move," said Mr. Chamberlain, "the White Diesel Engine Division has arranged for large inventories of parts and engines for Graymarine customers in this key area."



Seine-and-Trawl winch of compact type designed specially by Marco, Seattle, to meet the needs of small Kodiak-type seiners now entering the King crab fishery. This winch is designed with a narrow base for mounting between the mast and hatch coaming of the small seiners where this dimension is often no greater than 24".

This winch has two 6¾" gypsies for pursing and two trawl drums, with 1690 feet of ⅜" wire rope capacity each. Drive can be mechanical from a jack shaft to the main engine or hydraulic with a Vickers pump and motor, either giving an average line pull of 2500#. The drums and housing are galvanized steel and all gears, clutches, and brakes are enclosed in an oil bath.

A unique design of brakes and clutches permits both braking and clutching with a single lever for each drum.

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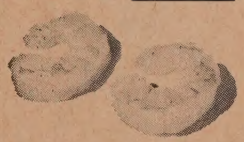

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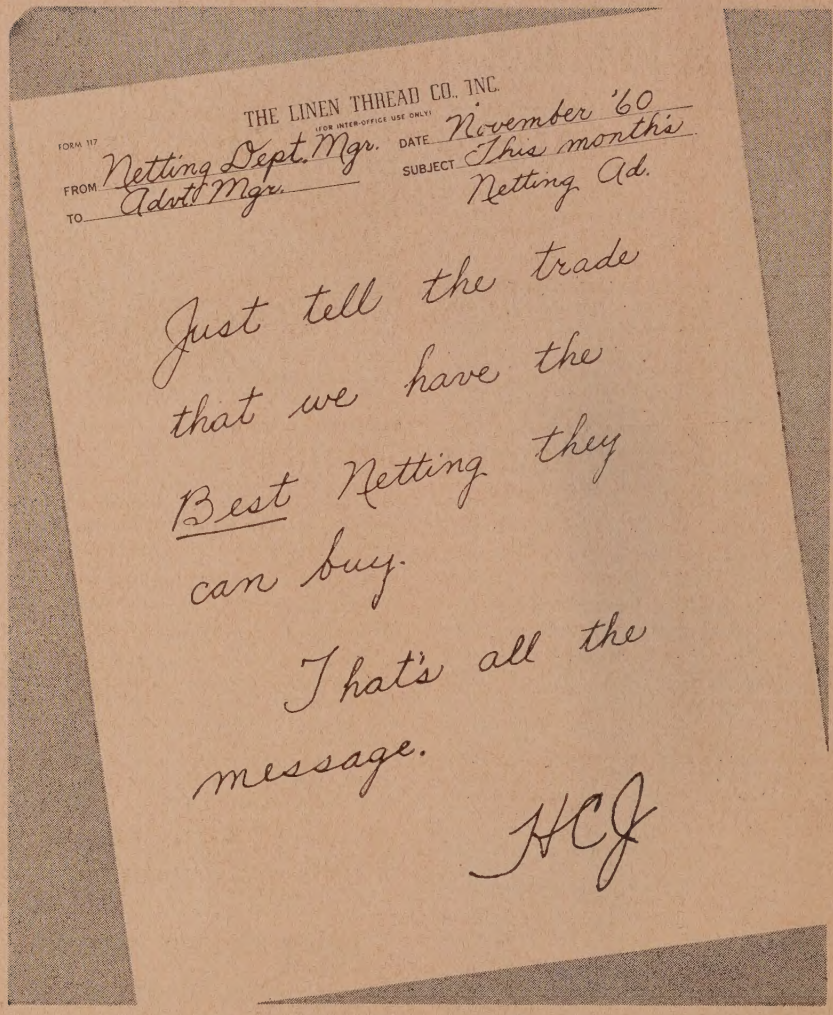
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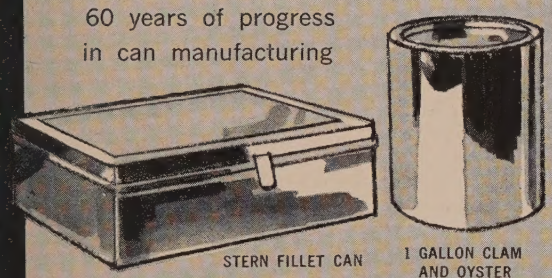

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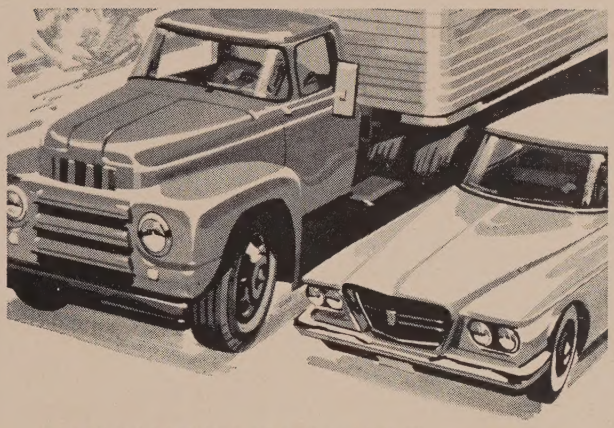

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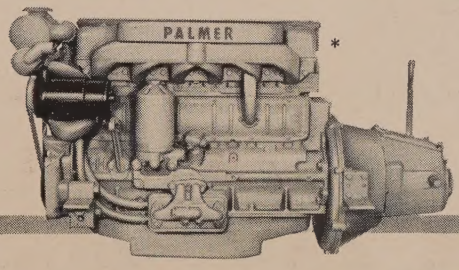

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MODEL IH-240	120 HP at 3400 RPM	995
MODEL IH-264	135 HP at 3400 RPM	1,095
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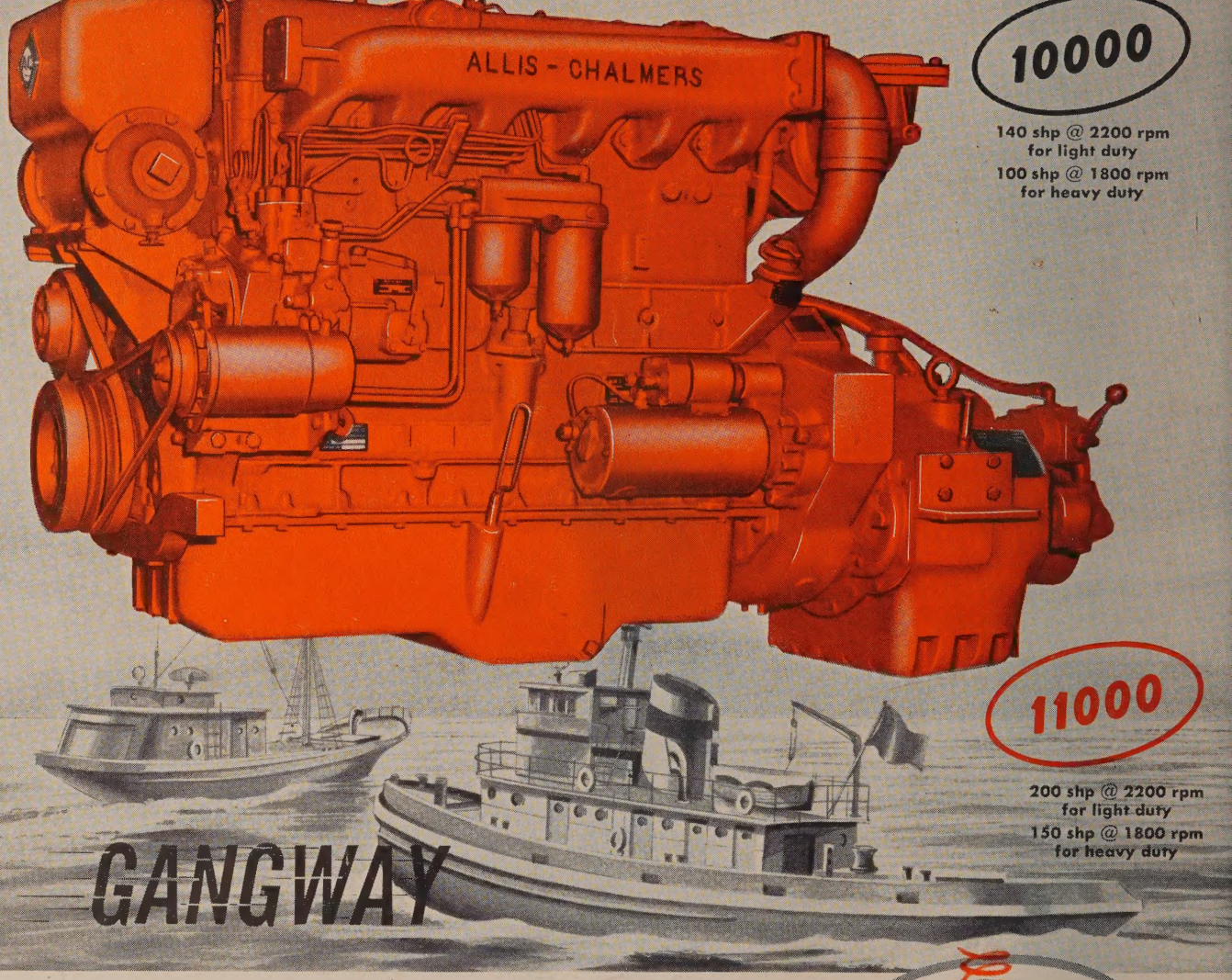

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